

# The Hongkong Telegraph.

(ESTABLISHED 1841)

Copyright, 1911 by the Proprietor

September 1st, 1911. Temperature 10 a.m. 86, 4 p.m. 80; Humidity...86, 68.

September 1st, 1910. Temperature 10 a.m. 70, 4 p.m. 82; Humidity...98, 88.

No. 8564

號十初月七年三統宣

SATURDAY, SEPTEMBER 2, 1911. 大拜禮

號二月九年十

886 The Advertiser  
SHEWAN CO. LTD. CHINA

## REUTER'S TELEGRAMS.

### THE MYSTERY SHIPS.

#### DESTINED FOR SOUTH AMERICA.

[SERVICE TO THE "TELEGRAPH."]  
Via DURBAN, Sept. 1, 8.10 p.m.

Information from an authentic source states that the "mystery" ships, which were captured by the authorities in England a short while ago, are destined for a South American expedition of a peaceful nature. Confusion arose between Bahia Blanca in the Argentine, where the vessels were insured, and Bahia in Brazil, where it is believed there are many Portuguese royalists.

### GOLF CHAMPIONSHIP.

[SERVICE TO THE "TELEGRAPH."]  
Via DURBAN, Sept. 1, 10.10 p.m.

L. O. Munn has won the Irish golf championship, beating Michael Scott by seven and six.

### THE RAILWAY COMMISSION.

#### QUESTION OF NON-UNION MEN.

[SERVICE TO THE "TELEGRAPH."]  
"14 DURBAN, Sept. 1, 10.10 p.m.

The Chairman of the Railway Commission has announced that the Commission will hear the views of a reasonable number of non-union men. He pointed out, however, that the Commission did not sit to inquire into particular grievances but to obtain evidence as to the working of the 1907 scheme.

The ex-President of the Amalgamated Society of Railway Servants has again urged the recognition of the union. Questioned if they could agree to a ballot, whether trades unions should represent the men, he considered that a fair ballot was impossible. Anyhow they could never agree to such a ballot.

## REUTER'S TELEGRAMS.

### PREVENTION OF STRIKE CONGESTION.

#### PRESS SUGGESTION.

[SERVICE TO THE "TELEGRAPH."]  
Via BOMBAY, Sept. 1, 3.56 p.m.

The "Daily News" has published a view for preventing congestion during strikes. It suggests that ten officers from the Staff College be entrusted by the Home Office to make a comprehensive survey of London, compiling lists of food and coal depots, and marking strategic points for the maintenance of traffic routes.

### ECHO OF THE STRIKE.

#### AUTOMOBILE ASSOCIATION'S OFFER.

[SERVICE TO THE "TELEGRAPH."]  
Via DURBAN, Sept. 1, 8.5 a.m.

The Automobile Association and the Motor Union have made an offer to the Government of co-operation in the organization of a motor service for the carriage of food and mails to the troops etc., in times of national emergency like the recent strike, when ordinary facilities are inadequate.

It is expected that fifty thousand cars will be available.

### LIVERPOOL RIOTS.

At a coroner's inquest in Liverpool into the circumstances attending the deaths of the rioters who were shot by the military, a verdict of justifiable homicide was returned.

### THE RECENT DISTURBANCE.

#### German Originator Punished.

[THE "TELEGRAPH" CORRESPONDENT, Canton, September 1.]

It is reported that the German Consul at Shanghai has sent a letter to the Canton Viceroy informing His Excellency that the German who was responsible for the riot in Shek-ki has been punished according to treaty. At present, Shek-ki is quiet. The Magistrate and the Brigadier-General, fearing that the evil-doers may spread rumours, are having the city regularly patrolled and strongly guarded by soldiers. Similar precautions are being extended to missionary chapels. It is said that the Chinese authorities will pay compensation for damage to the doctor's office which offered shelter to the German.

Lord Desborough, Londoner, is very apathetic, and takes a great deal of rousing.

## REUTER'S TELEGRAMS.

### THE WELSH STRIKE.

#### FINAL SETTLEMENT.

[SERVICE TO THE "TELEGRAPH."]  
Via DURBAN, Sept. 1, 8.5 a.m.

The Welsh mining strike has been finally settled, and work will be resumed on Monday. The losses are estimated at three million pounds.

### WAR RISKS.

[SERVICE TO THE "TELEGRAPH."]  
Via DURBAN, Sept. 1, 9.00 a.m.

War risks yesterday reached eight per cent, and in some instances ten per cent.

### DEAR FOOD RIOTS.

#### DEMONSTRATION BY WOMEN.

[SERVICE TO THE "TELEGRAPH."]  
Via DURBAN, Sept. 1, 9.30 a.m.

Dear food riots have spread to Belgium. Three thousand women at Hautmont demonstrated against milkmen and farmers, but the latter escaped in motor cars.

### BLACKMAIL.

We are heartily glad, says the "Globe," to see that one of those infamous creatures who torture others by the exaction of blackmail received a sentence of five years' penal servitude at the Old Bailey. We only regret that the sentence was not still more severe, for there is no more cowardly crime in the calendar, and none which causes more distress and misery to the victims. The Judge was not in the least oversteering facts when he said that the sufferer's life had been made a hell upon earth. Blackmail is unhappily a misfortune to which even the most innocent man may be subjected by quite accidental circumstances, and therefore it is as well to be prepared to deal with it. Generally, of course, a man has committed some act of imprudence, and believes himself to be in the blackmailer's power. Whatever he has done, the most foolish course he can possibly take is to pay any money. It will never be the "final settlement," so continually promised, and each payment only makes the claim for the next stronger. As the victim in yesterday's case said, "Every time he parted with money it was to be the absolute end of everything." Yet he was persistently and continually bled. Anybody threatened with blackmail should go at once to his solicitor, make a clean breast of all the circumstances, and insist on a prosecution being instituted at once. If people in general knew that the law forbids the truth or falsity of the original accusation to be inquired into at the trial, they would be more ready to disappear.

## REUTER'S TELEGRAMS.

### FRANCE AND GERMANY.

#### ENMITY TOWARDS BRITAIN.

#### "THE LION'S ROAR."

[SERVICE TO THE "TELEGRAPH."]  
Via BOMBAY, Sept. 1, 2.10 p.m.

The Franco-German negotiations were resumed at Berlin to-day.

The resumption is heralded by a burst of leading articles in the German Press, the keynote of which is enmity towards Britain, the object obviously being to cover Germany's withdrawal from a diplomatically untenable position.

The "Local Anzeiger," in an inspired pronouncement, declares that Germany never intended to acquire territory in Morocco, therefore the fable that Germany would retreat before Britain falls to the ground. The "Lion's Roar" of the English Ministers was cheap rhodomontade.

French papers calmly await developments, and declare that even a final rupture in the negotiations will cause no excitement in France.

### ENTHUSIASM.

Enthusiasm—therealambrosia, upon which men may feed until they be drunk with it, and which will even then be of the utmost value to them. Enthusiasm—the thing that has pointed the great pictures of earth and wing, the high songs and penned the poetry and opened the gates of all science and all art and paved the way for all human history.

Give me the being with enthusiasm plus, and I will show you a being worth while. Eliminate that quality of divine pulsing, and all your scholarships, all your learning, all your aptitude for this or that falls as a dead weight—a glass of wine that has lost its sparkle.

It is not alone in the higher walks of life that enthusiasm counts for so much. Its value is as great for those who have the lowlier tasks to perform—even greater among these, perhaps. It is one of the commonest needs of all men everywhere. With a sufficiency of enthusiasm, a lack of knowledge may even be discounted as a barrier to success or achievement. I should call it the heart-blood of the mind, which vitalizes our efforts and transforms our energies from mere machine-like exertions into living, breathing parts of the living, breathing masses of mankind.

It is so cheap that any man can afford it. The richest of men is poor without it.

Young man, young woman—whatever you are and whatever you hope or intend to be, the first and most important of the things you need is enthusiasm. You have it? Then keep it. Treasure it as the most valuable of your possessions, and allow nothing to take it from you.

You haven't it? Then make haste to lay in a supply, before it is too late. The smallest seed of it will increase rapidly if rightly cared for. Nature has endowed man with nothing finer or more valuable than enthusiasm, the life-giving, life-sustaining, life-making, life-crowning of youth that should be the crown of age. Let it flourish, and you are a man. Let it wither, and you are a shadow.

## REUTER'S TELEGRAMS.

### PURCHASE OF FAMOUS PICTURE.

[SERVICE TO THE "TELEGRAPH."]  
Via DURBAN, Sept. 1, 8.5 a.m.

The National Gallery has purchased, for forty thousand pounds sterling, Gossart's picture "The Adoration of Kings," the property of the Carlisle family.

### THE PIRATICAL PEST.

#### Authorities on the Qui Vive.

[THE "TELEGRAPH" CORRESPONDENT, Canton, September 1.]

The Ministry of Foreign Affairs has telegraphed to the Canton Viceroy that two well-known German firms in Tientsin have been discovered aiding and abetting the anarchists in smuggling arms and ammunition into China, and that protests have been lodged with the German Minister in Peking against the action of the two firms according to treaty stipulations. As Kwangtung is a maritime province, it affords a good opportunity to the anarchists to smuggle contraband into the Province. The Ministry asked the Viceroy to keep a sharp lookout for these daring smugglers. H.E. the Viceroy has instructed the commanders of the gunboats cruising along the coast to keep a strict watch and carry out a rigorous search of vessels they come across.

### FROM FARMER'S BOY TO MILLIONAIRE.

The late Mr. John W. Gates, of Chicago, who died on August 9, was a director of several railway companies and the organizer of the Steel Trust; had a humble beginning. Born in 1855 in Dupage County, he began his active career as a farmer's boy, and by acquiring an engagement with a hardware firm.

From that he proceeded to the barbed wire business, and after a few years set up a wire establishment of his own. In March 1900 he was president of the American Steel and Wire Company, one of the great trust combinations, with a capital stock of \$18,000,000. Suddenly, without any warning, Mr. Gates ordered the whole of the works to be "shut down," and 4,000 workpeople were instantly deprived of employment. His reply to inquiries was: "Our company is running this business without any need of explaining, and we shut down and open our mills when we see fit."

It is said that when the American steel and wire mills resumed running John W. Gates was a richer man by a million or two than he had been when the mills were closed.

Mr. Gates was also identified with numerous deals in railway stock and industrial enterprises. He married Dellarh R. Baker in 1874 soon after giving up his little hardware store.

A born gambler, Gates astonished a Methodist conference during an address by laying down the following rules for young men:

- Don't gamble.
- Don't play cards.
- Don't bet on horse races.
- Don't speculate in wheat.
- Don't speculate on the Stock Exchange.
- Don't throw dice.
- Don't shirk honest labour.
- Don't be a gambler, once a gambler, always one.

## CHINESE TELEGRAMS.

### COMMISSION ON FOREIGN LOANS.

#### TO BE INVESTIGATED.

[("SHEWAN PO" SERVICE)]  
Peking, Sept. 1.

The Prince Regent, on hearing that there are returned commissioners on foreign loans, has ordered the Cabinet Ministers to enquire into the matter and report.

### NATIONALIZATION OF RAILWAYS.

[("SHEWAN PO" SERVICE)]  
Peking, Sept. 1.

The agitation of the Sze-chuan people opposing the Government's action in the nationalization of railways is alarming, and the Throne has directed the President of the Ministry of Communications and the Director General of Railways to consider the best measures by which the shares can be redeemed from the people without trouble.

### A GENERAL STRIKE.

[("SHEWAN PO" SERVICE)]  
Shing-tai, Sept. 1.

The strike of the people in the city in opposition to the nationalizing of railways, has been going on for eight days and the local authorities and the gentry are at a loss to bring it to a settlement. From neighbouring districts, riotous movements are reported to have assumed a serious aspect.

### PRIVATE TELEGRAPHIC CODE.

#### TO EXERCISE CARE.

[("SHEWAN PO" SERVICE)]  
Peking, September 1.

The President of the Ministry of Communications has generally instructed the telegraph stations to exercise the utmost care in the forwarding of telegrams in private code from Kwangtung to Honan or vice versa.

## CHINESE TELEGRAMS.

### OPIUM SUPPRESSION.

#### ("SHEWAN PO" SERVICE)

Peking, September 1.

The Cabinet has memorialized the Throne that beginning on the 4th inst., the import of Indian opium into the Three Eastern Provinces, Shan-si and Sze-chuan should be entirely prohibited. The memorial has been approved of by the Throne.

### NAVAL AFFAIRS.

[("SHEWAN PO" SERVICE)]  
Peking, Sept. 1.

Prince Chun is promoting the formation of a society in the capital which has for its object the preparation of students to have a preliminary knowledge of naval affairs before proceeding to foreign countries as naval cadets.

### RECEPTION AT CANTON.

#### Business Propositions Discussed.

[THE "TELEGRAPH" CORRESPONDENT, Canton, Sept. 1.]

Yesterday a reception was held by the Canton Chamber of Commerce in honour of Mr. Chang Ju Hui. Among those present, was the Taotai for the Promotion of Industries. After the presentation of an address of welcome, the Taotai for the Promotion of Industries rose to address the gathering, and in the course of his speech, he asked the honoured guest to try his best to carry through the scheme for the opening of Whampoa as a free port. At the same time, he appealed to those present to offer their assistance with a view to ensuring the success of the scheme. During the proceedings, Mr. Chan Wei Pao raised the question of the establishment of a large banking house from subscriptions to be raised by the people. One of those present, in supporting Mr. Chan's proposal to establish a banking house, said that the bank should have sufficient capital, but owing to the present financial strain in the money market, the prospects of establishing the bank were not promising, unless the officials were to come forward and relieve the tension of the market. Tea was served and the proceedings ended.

### The Weather Forecast.





## Banks.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....\$14,000,000  
RESERVE FUND .....10,000,000  
Sterling 4,000,000 12/6 .....16,750,000  
SHANGHAI .....\$1,750,000  
RESERVE LIABILITY OF PRO-  
PRIETORS .....\$15,000,000

COURT OF DIRECTORS  
G. H. Medhurst, Esq., Chairman  
E. Shollin, Esq., Deputy Chairman  
F. H. Armstrong, Esq., C. H. Lenzmann, Esq.,  
G. Balloch, Esq., F. Lieb, Esq.,  
Andrew Forbes, Esq., Hon. Mr. C. H. Ross  
G. Friesland, Esq., H. A. Siebe, Esq.,  
C. S. Gubbay, Esq.

CHIEF MANAGER:  
Hongkong—N. J. STABB.

MANAGER:  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY  
AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Accounts at the rate of 2 per cent.  
on the daily balance.  
ON FIXED DEPOSITS:  
For 3 months 2 1/2 per cent. per annum.  
For 6 months 3 per cent. per annum.  
For 12 months 4 per cent. per annum.  
N. J. STABB, Chief Manager.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is  
conducted by the HONGKONG  
AND SHANGHAI BANKING  
CORPORATION. Rules may be obtained  
on application.

INTEREST on deposits is allowed  
at 3 1/2 per cent. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG  
AND SHANGHAI BANK to be placed on  
FIXED DEPOSIT at 4 per cent. per  
annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF  
INDIA, AUSTRALIA AND  
CHINA.

INCORPORATED BY ROYAL  
CHARTER 1853.

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL .....£1,200,000  
RESERVE FUND .....£1,025,000  
RESERVE LIABILITIES OF  
PROPRIETORS .....£1,200,000

INTEREST ALLOWED ON CUR-  
RENT ACCOUNT at the rate  
of 2 per cent. per annum on the Daily  
Balances.

On Fixed Deposits for 12 months,  
4 per cent.  
On Fixed Deposits for 6 months,  
3 1/2 per cent.

On Fixed Deposits for 3 months,  
2 1/2 per cent.  
WM. DICKSON,  
Manager.

Hongkong, 1st May, 1911. [22]

THE  
YOKOHAMA SPECIE BANK,  
LIMITED.

Established 1880.

AUTHORIZED CAPITAL Yen 48,000,000  
PAID-UP CAPITAL .....30,000,000  
RESERVE FUND .....16,850,000

Head Office—YOKOHAMA.

Branches and Agencies at  
Antung-Hsien Newchwang  
Bombay New York  
Changchun Osaka  
Dalton (Daly) Ielcin  
Fengtien (Mukden) Kyoju (Port Ar-  
Bankow) San Francisco  
Honolulu Shanghai  
Liao-Yang Tientsin  
London Tokyo  
Lyons  
Nagasaki

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of  
2 per cent. per annum on the Daily  
Balance.

On fixed deposit:—  
For 12 months .....4 per cent. p.a.  
" 6 " .....3-1/2 " " "  
" 3 " .....2-1/2 " " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 26th August, 1911. [18]

INTERNATIONAL BANK-  
ING CORPORATION.

CAPITAL PAID-UP.....Gold \$3,250,000  
RESERVE FUND.....Gold \$3,250,000  
Gold \$6,500,000

HEAD OFFICE:—  
60 Wall Street, New York.  
LONDON OFFICE:—  
35, Bishopsgate.

LONDON BANKERS:  
BANK OF ENGLAND,  
NATIONAL & COUNTY BANK,  
LIMITED.

BRANCHES AND AGENTS  
ALL OVER THE  
WORLD.

THE Corporation transacts every  
description of Banking and Ex-  
change Business, receives money on  
Current Account at the rate of 2 per  
cent. per annum on daily balances and  
accepts Fixed Deposits at the following  
rates:—  
For 12 months 4 per cent. per annum.  
For 6 " 3 1/2 " " "  
For 3 " 2 1/2 " " "

GEO. HOGG,  
Manager.

No. 3, Queen's Road Central,  
Hongkong, 1st May, 1911. [19]

## Banks

DEUTSCH ASIATISCHE  
BANK.

CAPITAL FULLY  
PAID-UP.....Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS—BERLIN.

BRANCHES:  
Berlin Calcutta Hamburg Han-  
Kobe Peking Singapore Tientsin  
Tientsin Taingtau Yokohama.

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON  
AGENCY.

DIRECTOR DER DISCOUNT GESSEL-  
SCHAFT.

INTEREST allowed on Current  
Account. DEPOSITS received on terms  
which may be learned on application.  
Every description of Banking and  
Exchange business transacted.

A. KOEHN,  
Manager.

Hongkong, 16th Mar., 1911. [2]

THE MERCANTILE BANK OF  
INDIA, LIMITED.

Authorized Capital.....£1,000,000  
Subscribed .....1,125,000  
Paid Up .....562,000  
Reserve Fund.....325,000

HEAD OFFICE:  
40, Threadneedle Street, London, E.C.

BRANCHES:  
Bombay, Calcutta, Singapore,  
Galle, Hongkong, Kanton,  
Kobe, London, Lyons, Manila,  
Rangoon, Shanghai, Siam,  
Tientsin, Yokohama.

AGENTS IN JAPAN:  
Messrs. Jardine, Matheson & Co., Ltd.  
BANKERS:  
London Joint Stock Bank, Ltd.  
EVERY description of Banking and  
Exchange business transacted.  
Stocks and Shares bought and sold  
on account of Constituents. Letters of  
Credit granted on Agents and Corres-  
pondents all over the world.

Interest allowed on Current Ac-  
counts at 2 per cent. per annum on  
Daily Balances and on Fixed Deposits  
as under:  
For 3 months 2 1/2 per cent. per annum.  
" 6 " 3 " " "  
" 12 " 4 " " "

P. G. MACDONALD,  
Acting Manager.

CHINA MUTUAL LIFE INSUR-  
ANCE CO., LTD.

HEAD OFFICE, SHANGHAI.  
J. A. Wattie, Esq., Managing Director.  
S. H. Ho, Esq., Secretary.

A strong British Corporation Registered under  
Hongkong Ordinances and under Life Insurance  
Companies Act, England.

Insurance in Force .....\$3,371,465.00  
Assets to meet .....\$373,075.00  
Income for Year .....\$36,075.00  
Insurance Fund .....\$3,500,000.00

LEFFERTS KNOX, Esq., District Manager.  
B. W. TATE, Esq., District Secretary.  
Hongkong, Canton, Macao and the Philippines.

Alexandra Building,  
C. LAWDER, Esq., Inspector, Hongkong.  
Advisory Board, Hongkong: Sir Paul Chater, Kt.,  
C.M.G.; F. P. Ho, Esq.; C. J. Lefferts, Esq.,  
Hongkong, 1st July, 1911.

WM. POWELL,  
LIMITED.

GENTS' OUTFITTERS.

NEW TIES  
NEW SOCKS  
NEW SHIRTS  
NEW PYJAMAS

EVERYTHING FOR  
GENTS' WEAR.  
EXCLUSIVE GOODS.

WM. POWELL,  
LIMITED,  
28, Queen's Road.

Hongkong, 4th Aug., 1911. [1048]

MEE CHEUNG.  
ART PHOTOGRAPHER  
HONGKONG.

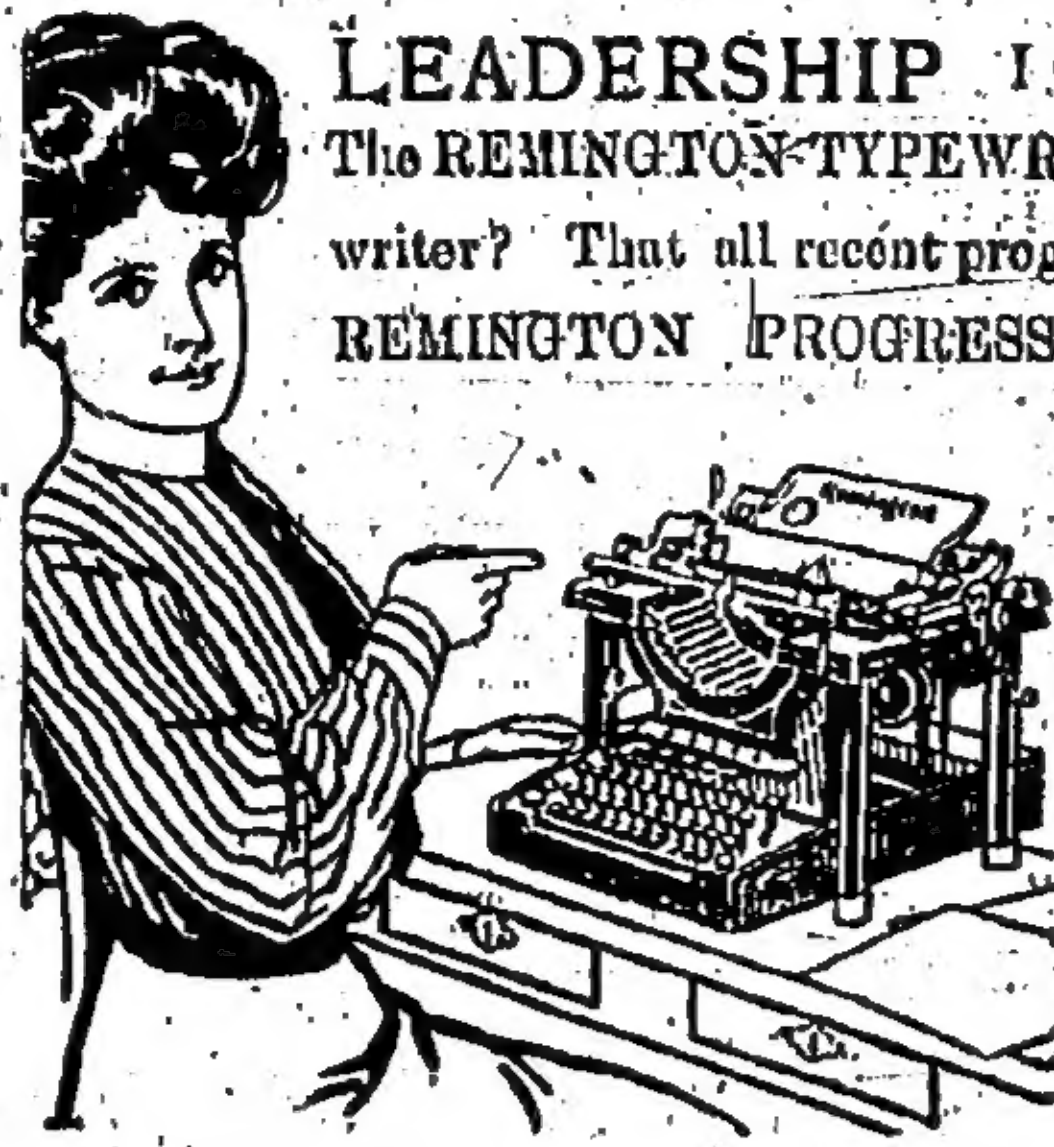
TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.  
Hongkong, 1st May, 1911. [102]

## Intimations

## LEADERSHIP DO YOU KNOW —

The REMINGTON-TYPEWRITER was the first typew-  
riter? That all recent progress in Typewriters is  
REMINGTON PROGRESS? A leadership, un-  
broken since the in-  
vention of the writing  
machine.



General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date

## MOTOR,

RING UP 1036.

## THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

REALLY GOOD  
SPECTACLES

Are such a comfort to tired or strained eyes  
that their value cannot be over-estimated. If  
your eyes need glasses, they should have the  
best you can get.

## THAT MEANS

- 1.—Careful and expert examination;
- 2.—Precision in the making;
- 3.—The best of materials;
- 4.—Adjustment to a nicety.

All of the above we offer you. We invite  
comparison with the equipment of any  
optical establishment—anywhere. Tires,  
number and other tinted lenses, mounted  
in gold, gold-filled, or other metals at lower  
cost. Our prices are reasonable. Our  
materials and workmanship are guaranteed.

33  
"FELUCCA."  
EGYPTIAN CIGARETTES.  
MILD-AROMATIC-PURE.MASPERO FRERES, LTD.,  
CAIRO.PURE-ALUMINIUM  
COOKING-UTENSILS.

THE MOST HYGIENIC  
NO RUST, NO CHIPPING OF ENAMEL.  
VERY-DURABLE  
SAVE TIME AND FUEL  
BRIGHT AND CLEAN.  
VERY MODERATE PRICES. INSPECTION INVITED.  
F. BLACKHEAD & CO. [981]

## WEISMANN, LIMITED.

BAKERS  
CONFECTIONERS  
CATERERS  
RESTAURANTEURS  
14, Des Vœux Road Central.  
Hongkong, 10th April, 1911. [497]

## Notices

## NOTICE.

WE have this day transferred our  
AGENCY in Hongkong and  
Canton to MESSRS. DODWELL &  
CO., LTD., who are hereby authorised  
to sign as AGENTS all documents  
relating to the business of the Company.  
The Offices will continue to be for the  
time being in Alexandra Buildings,  
THE CHINESE ENGINEERING  
& MINING CO., LTD.  
Hongkong, 1st Sept., 1911. [1401]

## NOTICE.

HAVING this day been appointed  
AGENTS for the CHINESE  
ENGINEERING & MINING CO.,  
LTD., in Hongkong and Canton we  
request that all communications relating  
to their business be addressed to  
DODWELL & CO., LTD.,  
Agents.

THE CHINESE ENGINEERING  
& MINING CO., LTD.,  
Alexandra Buildings,  
Hongkong, 1st Sept., 1911. [1402]

RIGHTS, DUTIES & LIABILI-  
TIES OF SHAREBROKERS.

EVERY Man and Woman in Hong-  
kong should read the series of  
Articles appearing  
in the  
"HONGKONG TELEGRAPH"

on  
THE RIGHTS, DUTIES AND LIABILITIES  
OF SHAREBROKERS.

The law is clearly stated.  
The Faults of the Hongkong system  
criticised.

Two Articles have already appeared  
but back numbers can be obtained on  
application.

Further instalments will appear on  
Saturdays until completion of the series.  
Don't Miss Them. They will interest  
you deeply, and are worth preserving.  
"HONGKONG TELEGRAPH"  
47, Des Vœux Road Central.  
Hongkong, 8th Aug., 1911. [1904]

## S.O.A.E.O.

AUTOGENOUS .....WELDING  
Repair of Boilers and Kails Cutting very quick of iron and steel.  
Welding of Boiler Plates and of Broken Pieces.  
Apply to 71, PRAYA-EAST, you will save time and money. [1198]

## WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER-WARE IN THE  
COLONY.

10, QUEEN'S ROAD CENTRAL. [1098]

## BREAD ! PASTRY !! CONFECTIONERY !!!

HIGH CLASS QUALITY.

DELIVERIES EVERYWHERE.

## THE ALEXANDRA CAFÉ,

16, Des Vœux Road Central, next to Hongkong Hotel,  
Tel. No. 909. [1121]

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."  
PURITY AND QUALITY GUARANTEED.



Can be obtained everywhere in the FAR EAST.  
ORIENTAL BREWERY, LTD., Hongkong.  
BREWERS AND ICE MANUFACTURERS.

CALDBECK'S  
"LIQUEUR"  
WHISKY.

CALDBECK, MACGREGOR & CO

15, Queen's Road.

Hongkong, 20th June, 1911. [13]

## Notices

## CORONATION FUND SURPLUS.

A MEETING of SUBSCRIBERS  
to above Fund will be held at  
the City Hall, on TUESDAY, 5th  
September, at 5.15 p.m.

F. T. PIGGOTT,  
Chairman,  
General Committee,  
Hongkong, 1st Sept., 1911. [1889]

## THE PARIS TOILET CO., LTD

WE have a large stock of the latest  
Parisian TOILET ARTICLES  
specially selected by Mr. Sepiere, who  
has just returned from Paris, and  
have engaged a specially trained Ladies'  
Hairdresser.  
Hongkong, 1st Sept., 1911. [1403]

BUJU S'EN'S THEATRE,  
FLOWER STREET.

9.15 P.M. { EVERY } 9.15 P.M.  
EVENING

Cinematograph  
Vaudeville

7.15 P.M. { PICTURES } 7.15 P.M.  
ONLY

## POPULAR ARTISTES.

ELECTRIC FANS THROUGHOUT  
THEATRE.  
Leave & Manager:  
R. H. STEPHENSON.  
Hongkong, 1st Sept., 1911. [1404]

## A LING &amp; CO.

FURNITURE AND PHOTO  
SUPPLIES.

DEVELOPING, PRINTING AND  
ENLARGING.  
19, Queen's Road. [863]

OUR  
CONTEMPORARIES.

## What They Think.

## China Mail.

## The Macao Situation.

It is not an easy matter to come  
to a definite conclusion as to pre-  
cisely how serious the situation at  
Macao is, but by this time it has,  
we think, been clearly established  
that it is not solely a fear of fresh  
revolution in Canton which has  
caused such a considerable  
body of newly-trained Chinese  
soldiers to be located at Chin-  
shan, at the very back door  
of Portuguese territory. This  
fact is beginning to be realised  
in Macao, and when taken in con-  
junction with the movements of  
Chinese war craft in adjacent  
waters, coupled with alarming  
rumours of further intended  
aggression from Peking, it is  
felt that the matter is one calling  
for grave consideration. As our  
correspondent has recently in-  
formed us, anti-Portuguese feel-  
ing is perceptibly growing in the  
villages lying near the Colony,  
and, moreover, the villagers  
themselves are apparently doing  
all in their power to egg  
the troops on to commit some act  
of aggression. The Chinese papers  
circulating in Macao, too, make  
no pretence of concealing what in  
their view the presence of the  
troops really implies, so that,  
though in reality there may not  
be the least likelihood of a rupture  
between Portugal and China on a  
long-standing cause of suspicion  
and distrust, the people living in  
the vicinity of the disputed zone  
believe in its possibility, whether  
such belief be reasonable or  
otherwise.

## Daily Press.

Working the Guillotine.  
Confirmed smokers are licens-  
ed, and the whole trade  
is conducted under restrictive  
Government regulations, but an  
official publication tells us that  
the Government look for the  
best results from charging a price  
such as is "likely to weaken the  
smoker's taste for opium." This  
has been the policy of the Govern-  
ment now for fourteen or fifteen  
years, and though the volume be-  
fore us throws no light on the  
point, we should think it very  
probable that the number of  
smokers has been considerably re-  
duced in that time, and the fact  
that there is no diminution in  
the import of opium goes to  
support the statements made  
at the Legislative Council on  
Thursday about a large demand  
for Persian opium in Formosa  
for the purpose of extracting  
opium therefrom. A perusal of  
the report of the discussion which  
took place in the Legislative  
Council on Thursday can leave  
the reader in little doubt that the  
Government were not desirous of  
protecting that trade, and the  
amendment introduced into the  
Bill providing that it shall only  
be killed by resolution of the  
Legislative Council, make no  
material difference, for if the  
Government gives the order the  
Official Majority will work the  
guillotine.

## South China Morning Post.

Civil Service Reform.  
Another pretty theory which  
appears to get little further ad-  
vanced is that which requires that  
the State should be the ideal em-  
ployer. If legislators are to fix  
regulations and restrictions for  
manufacturers and tradesmen and  
all who are wage payers, they  
ought first to set an example in  
the treatment meted out to their  
own employees. We trust the  
prominence now given to the mat-  
ter will lead to a nearer approach  
being made to this theory.  
The survival of the fittest is a law  
of nature which man has been able  
in a degree to defy, for influence  
is often worth a great deal more  
than "proved ability." Innum-  
erable instances at once occur to any  
individual. We are sometimes told  
there is a mysterious but beneficent  
purpose in all oppression and in-  
equality. That is not to say we are  
to resign ourselves to whatever  
course of events may envelop us.  
The Civil Servants are perhaps in  
some respects fortunate, compared  
with men who strive to succeed in  
circles of private enterprise, but  
while they are subject to unfair  
play, they command the ready ear  
of the people.



## THE STRIKE.

## Food Cut Off.

London, Aug. 9.

London's food supplies are practically cut off. The great bulk of our food comes from abroad, and 150 vessels laden with meat, wheat, butter, fruit, and other provisions are lying in the Thames undischarged.

The great food markets were almost at a standstill yesterday—Mark-lane corn, Covent Garden fruit, and Smithfield meat. The Borough fruit and provision market was absolutely idle. Merchants have nothing to sell.

London is living on the store of food in the retail merchant shops. When that is exhausted nothing can be conveyed from the wholesale markets, and nothing can be discharged from the ships in dock until the strike is settled.

Leading merchants predict that our stocks will be eaten up in three or four days. But for home supplies an laudably amount arriving via ports still unimpeded, famine will be reached.

The heat has a double effect on the situation. Less meat is needed just now, but more fruit and vegetables, and those will soon perish unless delivered. When no more coal can be had refrigerating arrangements will stop and stocks of food will decay.

Meat has risen, wholesale, from 61. to 61. a lb. for British and 41.2d. to 7d. for foreign. Flour was advanced 1s. yesterday.

Supplies of paper for newspapers are running very short. In fear of a shortage of petrol one-third fewer omnibuses will be on the streets to-day.

The strike extended to 20,000 carmen not only at the docks but also in all parts of London.

"London will to-day be without a cart," say the leaders. Yesterday only 50 vans passed the Mansion House in five minutes. At other times the number is 500.

Mr. Ben Tillet is reported to have said that they wanted to paralyse the Port of London.

Billingsgate fish porters have demanded a large increase of wages, but have not yet struck.

Three conferences at the Board of Trade yesterday concerning different groups of strikers were again adjourned.

The temper of the men is not so good. Several disturbances occurred and nine arrests were made.

## How the Strike Stands.

It is possible to give only approximate numbers of those on strike:

London  
Dockers..... 10,000  
Carmen..... 36,000  
Lightermen..... 6,000  
Coal Porters..... 6,000  
Stevedores..... 8,000  
Tugboat engineers..... 500  
Casual labourers..... 8,000

The situation of each group is:

Dockers.—Arbitration was given in favour of the men on Sunday, but they are waiting till all others win.

Carmen.—Demand 60-hour week. Mr. Gullifry, general organiser of their union, said yesterday: "London will be cartless to-day. All men engaged in haulage work have been ordered to stand down."

Lightermen.—Conference on 10-hour day adjourned to to-day. Coal Porters.—Conference on wages and other points adjourned to to-day.

Stevedores.—Demand not really formulated.

Casual Labourers.—Demand increased wages.

Fish Porters.—Demand increase from 1s. to 2s. an hour not yet on strike.

## Mob Law in London.

August 11.

Mob law reigns in London. The strikers are supreme. In all directions yesterday they stopped traffic and interrupted supplies.

The capital finds itself in the position of a blockaded city, within which civil war—though fortunately of a mild type—is in full swing.

There is a disquieting shortage of all manner of supplies. Meat has risen greatly in price. Fruit is scarce. Ice is becoming unobtainable. Petrol is hardly to be obtained.

In the docks and the railway stations vast quantities of produce are accumulating, but they cannot be unloaded or distributed. The strikers have given the order, and their will prevails.

It is an unparalleled situation, and it grows graver with each hour that the strike is prolonged, with each increase in the number of men who have quitted work.

The men showed a menacing temper. Vehicles which had run the blockade of the railway stations were attacked, overturned, and damaged in the streets. Three motor vehicles suffered this fate near Paddington, where the disorder yesterday was at its worst.

The police proved powerless in many cases to give protection, though a number of vans managed to effect sorties from the station under their guard.

So grave is the outlook, so extreme the danger to London's food, that troops are being held only at Aldershot, Hounslow, Shorncliffe, Colchester, Dover, and elsewhere; 150 rounds of bull cartridge per man have been issued. Army Service wagons are waiting at Hounslow.

The exact position of the strike is as follows:

Dockers: Claims conceded. Coal Porters: Claims conceded yesterday.

Fish Porters: Claims conceded yesterday, wages doubled and raised to 2s. an hour.

Lightermen: Claims under discussion at a late hour last night at the Board of Trade, but no settlement in sight.

Carmen: Claims yet to be dealt with.

The concession of the claims of each particular section brings no relief as long as there are other sections on strike, as the men have determined not to return to work until all have been satisfied. Indeed, as far as the claims of any section are granted another section of workers comes out, demanding higher wages or shorter hours, or both.

At most of the great railway stations class exists. Successful attempts were made in some instances last night to remove goods, but light with the crowds occurred. The companies can only allow consignees to fetch their own goods.

Owing to the shortage of petrol many motor-omnibuses yesterday ceased working. The newspapers are threatened with a paper famine, and exceptional difficulty is being experienced in getting the printed newspapers to the stations and running the blockade.

The milk supply, so far, has not been seriously affected. Tons of meat will go bad at Smithfield unless it be promptly removed. Fruit to the value of £14,000, is rotting in the docks. London is living from hand to mouth and famine is at the door.

Hospital Plight.

The hospitals yesterday began to feel the effect of the strike. At University College Hospital there was great difficulty in getting the daily food supplies. Up till late in the afternoon no ice had been delivered, hours after the supply had run out.

A potato famine was threatened; the market asked the hospital by telephone to send men for supplies, as no further deliveries could be guaranteed. Luckily there has as yet been no shortage of milk, but a meat famine is expected, for the meat dealers have also asked the hospital to fetch supplies, with the warning that freshness and quality can no longer be guaranteed.

The usual delivery of fish failed yesterday. One of the hospital porters was sent to Marylebone for supplies. The fish was put in a cab, but the strikers refused for a time to believe that it was for the hospital. Police in the end helped the porter away with his load. To-day hospital porters sent to obtain food supplies will wear an armband with the red cross to denote their errands.

St. Bartholomew's Hospital has so far had no difficulty in obtaining meat, eggs, and milk. The authorities, however, had to send one of their own men to Marylebone by a brougham for fish. At St. Thomas's the authorities are storing up non-perishable foods in case of emergency.

At St. George's Hospital the strike has already completely disorganised the com-

missariat. Yesterday's supplies were short and notices have been received from various provision contractors no longer guaranteeing delivery of ice or freshness of provision.

At the London Hospital there has been no shortage, as the strikers have let all hospital supplies through. Ice is made by machinery on the premises. The hospital uses 1,400 quarts of milk, 600lb. of meat, and 300lb. of fish daily; 1,000lb. of potatoes are consumed weekly.

The hospitals are also threatened with a drug famine. Yesterday all the horse vans of Messrs. Burroughs, Wellcome & Co., wholesale chemists, were stopped by working till late at night delivering emergency supplies to the hospitals and retail chemists. These vans have not yet been interfered with.

## Food Waste.

The quantities of food and other commodities detained in London by the strike cannot possibly be exactly stated. But of the stocks of imported goods stored in the docks and warehouses of the Port of London Authority and of the quantities waiting to be unloaded in the vessels which have come into dock since the strike began the following tables give an approximate estimate.

## Foodstuffs Detained.

Stocks on hand. Ship, Warehouse, Total. Tons. Tons. Tons.

Foodstuffs	Ship	Warehouse	Total
Wheat	240	114	354
Barley	500	1,085	1,585
Corn	800	1,552	2,352
Flour	4,500	998	5,498
Fruit-Dried	200	1,214	1,414
Green	9,500	160	9,660
Grain	9,000	10,155	19,155
Ice	5,000	5,000	10,000
Frozen Meat	10,000	7,273	17,273
Pepper and Spices	200	2,411	2,611
Provisions	1,700	7,968	9,668
Sugar	400	15,700	16,100
Butter	3,000	3,629	6,629
Cheese	3,000	11,714	14,714
Tea	2,000	5,517	7,517
Cigars	300	17,115	17,415
Wines	200	3,773	3,973
Total	11,000	126,662	137,662

## Other Goods Detained.

Goods	Ship	Warehouse	Total
Books and Papers	200	114	314
Carpet and Rugs	60	961	1,021
Rope, Yarn, and Fibre	201	551	751
Gum and Gutta-percha	150	190	340
Gunpowder	50	961	1,011
Benzo, Flux, Tow, and Jute	1,300	1,262	2,562
Indian Rubber	300	583	883
Oil	200	1,401	1,601
Oilcake	1,500	5,051	6,551
Paper	950	2,657	3,607
Salt-petre	250	623	873
Silk	100	132	232
Skins (with wool)	380	1,803	2,183
Tin	400	160	560
Wood	11,000	211,793	222,793
Wool	4,500	11,039	15,539
Other Goods	6,000	38,939	44,939
Total	27,330	280,556	307,886

## Grand Total.

Grand Total 72,559 407,218 479,777

These figures refer only to merchandise coming to London from abroad by sea. They do not include food and other commodities arriving by rail. The estimate of the quantities of goods held up aboard ship is based upon the last available statistics and represents the proportion of the London imports for the period during which the strike has lasted. From the totals there is to be deducted the unascertainable quantities which have been obtained from the ships and dock warehouses in spite of the strikers.

## Meat at Smithfield.

Smithfield was brought to a standstill yesterday so far as the throughput traffic was concerned. The Port of London Authority, who agreed to the strikers' terms of severance on hour during the day and in silence at night, were permitted to remove carcasses from their cold storage to the market in large quantities. Other cold storage contractors found great difficulty in getting their goods to the market. A large amount of home-killed meat came from Birkenhead and was run straight into the market by the Great Western Railway com-

pany, who have hoists from an underground passage.

The result was that from every hook in the market beef or mutton was hanging. But the problem was to get it away. A few carts from retailers presented themselves and they were loaded, but in many cases the strikers overhauled them in side streets.

The pinch will be felt to-day. Friday is the day when retail butchers buy their supplies from the week-end. If the means of transport is not provided the situation will be very grave indeed.

Prices have advanced by half since Friday. Unless steaks are removed to-day, much will decay.

## Ice at a Premium.

Owing to some 20,000 tons of ice being detained at the docks, factories, and cold storage depots the supply in London yesterday was almost entirely cut off. For the most part ice was only to be obtained at a few of the West End hotels and restaurants which manufacture their own. Every ice merchant in London was besieged with orders which he was unable to carry out.

Several attempts were made to obtain supplies from the docks and factories, but few were successful. Loaded vans were turned back and in some cases overturned. The usual amount of ice supplied in London daily at this time of year is 1,000 tons; yesterday not more than 50 tons could be delivered. Prices have risen since Monday from £1 to £3 or £4 a ton. Messrs. Newby and Co., of St. Mary-at-Hill, have "decided to close down altogether." Eight thousand tons of ice belonging to United Cattle, Stevens, and Slater are awaiting delivery at the London and Surrey Commercial Docks. "We were able only to send out a few tons to-day," said the secretary. The North Pole Ice Company and in a very similar position.

## £14,000 of Fruit Rotting.

At Covent Garden 500 or 600 porters were standing idle. There was no foreign fruit for sale. It has been impossible to remove 50,000 packages of French and Spanish goods which arrived on Wednesday. Forty-four thousand cases of foreign fruit, valued at £14,000, are lying in ships in the river rotting. One firm has been obliged to drop into the sea about 5,000 bunches of bananas.

Covent Garden will be open this morning for the transaction of ordinary business, but supplies will be short. Merchants have brought peaches, cucumbers, and grapes to the market in taxicabs. The ordinary means of transport has been entirely stopped, and the market is dependent on what it can get furtively through.

## Fighting at Night.

The following is the position at the goods stations of the great railways:

Great Northern.—All carmen sent home at 2 p.m., in fear of disturbance and injury to men and horses.

Great Western.—Nothing delivered after midday.

Great Central.—Carmen struck Wednesday midnight. Vans overturned yesterday morning. Reputation to be received at 10 a.m. to-day.

Midland.—All deliveries ceased at 2 p.m.

Managers of all four railways say that the only thing for consignees to do is to send their own vans for the goods detained.

At Paddington yesterday evening a trainload of fish arrived from Cardiff, and one part of the station was cleared by a large number of police while the fish was unloaded by Billingsgate fish porters and salesmen into motor-lorries, each guarded by two policemen. There was a sharp tussle with the crowd, but the lorries got safely away.

At Camden Town goods station the London traffic manager stated that everything was quiet. There was ample police protection. At East in everything was satisfactory. "Some mineral water vans were stopped in Seymour-street. None of the London and North-Western vans have been interfered with."

Violent scenes were witnessed last night in the vicinity of the Bricklayers' Arms Station. Several charges had to be made by police mounted and on foot. In Tower Bridge-road a section of the crowd threw bottles, stones, and the like. Brickwork and iron

railings were torn down. Several constables were injured, and one had his head so cut that he had to be medically treated. At length the charges of mounted patrols quelled the outbreak. Nine vans laden with fruit were later escorted through the angry crowd to Covent Garden.

## Sleeping in Uniform.

An order was issued at Aldershot at 10.30 that all the troops were to go to bed, but that they were to sleep in their clothes.

Men are also held ready at Shorncliffe and Colchester.

Approach to the Government railway siding at Aldershot is guarded by military police, who have orders to stop everybody from seeing what is going on. The South-Western Railway is making up at Woking a very large number of special trains, which are being moved down to the military siding.

400 "Ships Held Up."

Nothing, perhaps, can better illustrate the serious position than the following list showing the number of vessels now lying idle in the docks, and in the Thames:

Ships	Tonnage
St. Katherine's	11 9,240
London	25 20,378
Surrey Commercial	12 66,799
Millwall	9 16,267
West India	10 24,297
S.W. India	7 16,362
East India	6 16,362
Albert	13 76,643
Victoria	15 99,991
Filbury	12 95,961
Total	148 415,630

In addition there were in the Regent's Canal Dock 13 vessels of unknown tonnage.

And in the Thames, between London Bridge and Tilbury, there lay nearly 200 vessels of varying tonnage, including passenger vessels belonging to the General Steam Navigation, Aberdeen, Dundee, Carron, and other coasting and Continental lines, so that, roughly, 350 vessels are in dock and on the river, losing thousands of pounds daily. Here is the position at a glance:—

148 vessels in dock.  
400 due to arrive by this evening.  
13 in Regent's Canal Docks.

401 still idle.

## Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

BOARD AND RESIDENCE.—"HOMEVILLE," Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric cars; entrance 153, Wanchai Road. Apply at the house. [128]

O LET.—TWO ROOMS suitable as Offices in St. George's Building, 3rd Floor. For particulars please apply to E. Blackhead and Co. [1317]

FOR SALE at a moderate price 10 acres of land in the Colony suitable for chicken farming or raising pig or cattle. Apply to "W. C. Jack & Co." Hongkong Telegraph. [1311]

WANTED by October 1st or earlier. A 10 or 12-room house in good locality, or 2 or 3 houses adjoining. Higher level preferred. Apply "Lease" care of "Hongkong Telegraph." [1312]

Several attempts were made to obtain supplies from the docks and factories, but few were successful. Loaded vans were turned back and in some cases overturned. The usual amount of ice supplied in London daily at this time of year is 1,000 tons; yesterday not more than 50 tons could be delivered. Prices have risen since Monday from £1 to £3 or £4 a ton. Messrs. Newby and Co., of St. Mary-at-Hill, have "decided to close down altogether." Eight thousand tons of ice belonging to United Cattle, Stevens, and Slater are awaiting delivery at the London and Surrey Commercial Docks. "We were able only to send out a few tons to-day," said the secretary. The North Pole Ice Company and in a very similar position.

£14,000 of Fruit Rotting. At Covent Garden 500 or 600 porters were standing idle. There was no foreign fruit for sale. It has been impossible to remove 50,000 packages of French and Spanish goods which arrived on Wednesday. Forty-four thousand cases of foreign fruit, valued at £14,000, are lying in ships in the river rotting. One firm has been obliged to drop into the sea about 5,000 bunches of bananas.

Covent Garden will be open this morning for the transaction of ordinary business, but supplies will be short. Merchants have brought peaches, cucumbers, and grapes to the market in taxicabs. The ordinary means of transport has been entirely stopped, and the market is dependent on what it can get furtively through.

## Fighting at Night.

The following is the position at the goods stations of the great railways:

Great Northern.—All carmen sent home at 2 p.m., in fear of disturbance and injury to men and horses.

Great Western.—Nothing delivered after midday.

Great Central.—Carmen struck Wednesday midnight. Vans overturned yesterday morning. Reputation to be received at 10 a.m. to-day.

Midland.—All deliveries ceased at 2 p.m.

Managers of all four railways say that the only thing for consignees to do is to send their own vans for the goods detained.

At Paddington yesterday evening a trainload of fish arrived from Cardiff, and one part of the station was cleared by a large number of police while the fish was unloaded by Billingsgate fish porters and salesmen into motor-lorries, each guarded by two policemen. There was a sharp tussle with the crowd, but the lorries got safely away.

At Camden Town goods station the London traffic manager stated that everything was quiet. There was ample police protection. At East in everything was satisfactory. "Some mineral water vans were stopped in Seymour-street. None of the London and North-Western vans have been interfered with."

Violent scenes were witnessed last night in the vicinity of the Bricklayers' Arms Station. Several charges had to be made by police mounted and on foot. In Tower Bridge-road a section of the crowd threw bottles, stones, and the like. Brickwork and iron

railings were torn down. Several constables were injured, and one had his head so cut that he had to be medically treated. At length the charges of mounted patrols quelled the outbreak. Nine vans laden with fruit were later escorted through the angry crowd to Covent Garden.

Approach to the Government railway siding at Aldershot is guarded by military police, who have orders to stop everybody from seeing what is going on. The South-Western Railway is making up at Woking a very large number of special trains, which are being moved down to the military siding.

400 "Ships Held Up."

Nothing, perhaps, can better illustrate the serious position than the following list showing the number of vessels now lying idle in the docks, and in the Thames:

Ships	Tonnage
St. Katherine's	11 9,240
London	25 20,378
Surrey Commercial	12 66,799
Millwall	9 16,267
West India	10 24,297
S.W. India	7 16,362
East India	6 16,362
Albert	13 76,643
Victoria	15 99,991
Filbury	12 95,961
Total	148 415,630

In addition there were in the Regent's Canal Dock 13 vessels of unknown tonnage.

And in the Thames, between London Bridge and Tilbury, there lay nearly 200 vessels of varying tonnage, including passenger vessels belonging to the General Steam Navigation, Aberdeen, Dundee, Carron, and other coasting and Continental lines, so that, roughly, 350 vessels are in dock and on the river, losing thousands of pounds daily. Here is the position at a glance:—

148 vessels in dock.  
400 due to arrive by this evening.  
13 in Regent's Canal Docks.

401 still idle.

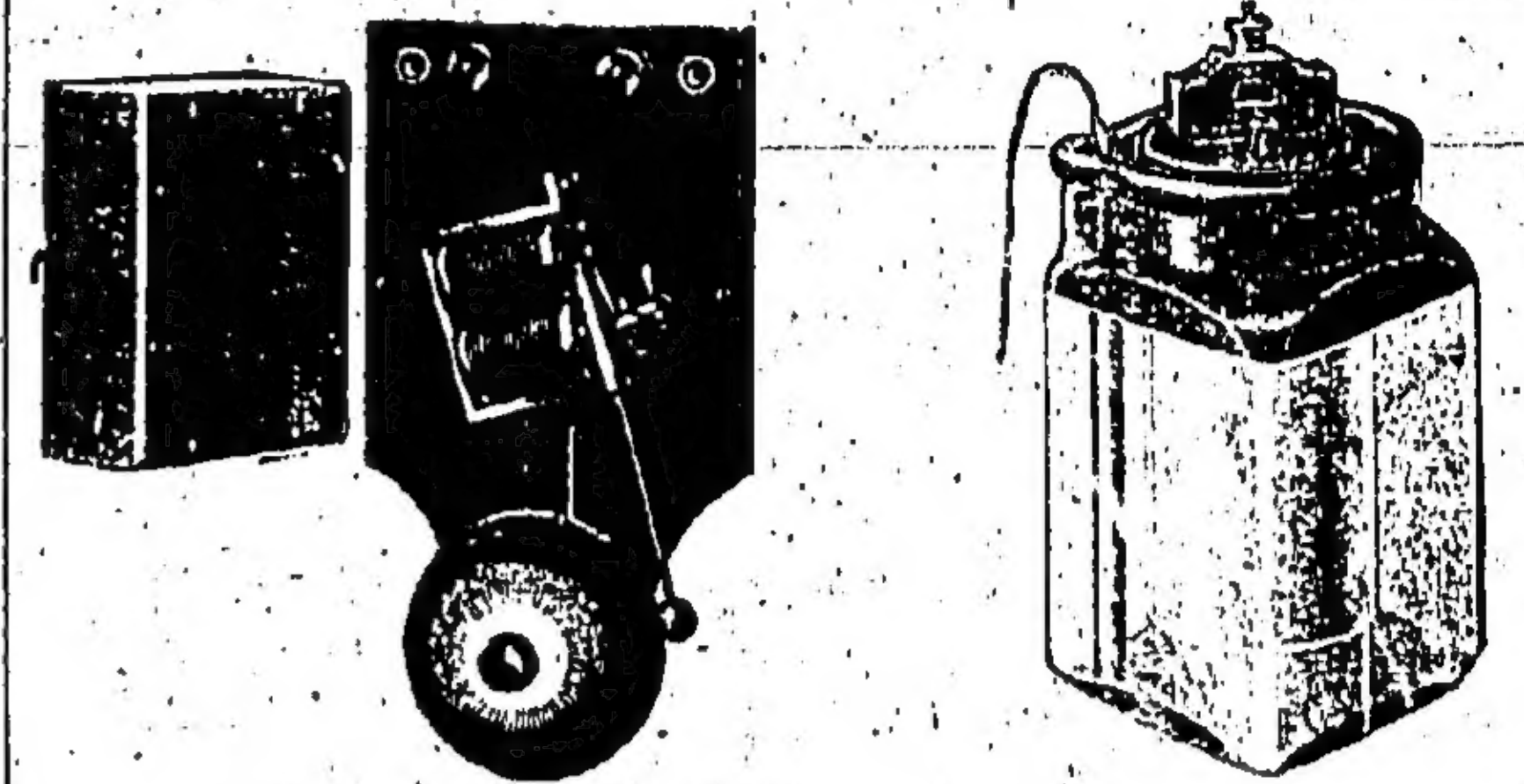
## THE GENERAL ELECTRIC CO. OF CHINA, LTD.

CONSULTING ENGINEERS AND MANUFACTURERS.

Telegrams "Sparkless" Telephone 518. 16, Des Vaux Rd., Hongkong.

MANUFACTURERS OF ALL KINDS OF ELECTRICAL MACHINERY. ESTIMATES GIVEN FREE.

Large Stocks of Fittings, Cables, Wires and Accessories held in Hongkong & Shanghai.



RETAIL SUB-AGENTS—WM. C. JACK & CO., 14, Des Vaux Road, Hongkong.



SHORTEST & QUICKEST ROUTE BETWEEN THE FAR EAST & EUROPE, via DAIREN.

SUMMER SCHEDULE. (Effective from May 1, 1911.)

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Chongchun in connection with the Trans-Siberian Express. Trains out with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saiko Maru" (each 2,877 tons) as follows:—

NORTH BOUND.			
1st Class	2nd Class	3rd Class	Paras
\$40	\$14.95	\$11.50	\$9.50
Shanghai (Steamer).....Lv.	Dairen ( " ).....Lv.	(S.M.R. Train).....Lv.	Mukden ( " ).....Lv.
6.00 a.m.	1.50 p.m.	2.00 "	8.30 "
Chongchun ( " ).....Lv.	(Russian Train).....Lv.	9.10 a.m.	Mon. Thurs. Sat.
Harbin ( " ).....Lv.	9.10 a.m.	Mon. Thurs. Sat.	State Ex-press for Moscow.

Connecting at Harbin with State Ex-press for Moscow.

\$40	Dairen ( " " ).....Ar.		Sat.	Tues.	
	( " S.M.R. Train ).....Lv.	6.00 a.m.	Sun.	Wed.	Fri.
Y14.05	Mukden ( " " ).....Ar.	1.50 p.m.	"	"	"
	( " " ).....Lv.	2.05 "	"	"	"
Y11.50	Changchun ( " " ).....Ar.	8.30 "	"	"	"
	( " Russian Train ).....Lv.	9.30 "	"	"	"
R 9.50	Harbin ( " " ).....Ar.	9.10 a.m.	Mon.	Thurs.	Sat.



# IT TEMPTS THE PALATE! ICE CREAM SODA Our New Drink DELICIOUS AND REFRESHING A. S. Watson & Co., Ltd.

Hongkong, 24th August, 1910.

## DEATH.

On the 26th August, 1911, at Amoy, JAMES SWEET CHATMAN, late of Sugar Leaf Lightship (Swatow). Aged 51 years. Shanghai papers please copy. [1488]

## NOTICE TO SUBSCRIBERS.

The rates of Subscription to the Hongkong Telegraph will be as follows:—  
DAILY ISSUE—\$36 per annum.  
WEEKLY ISSUE—\$18 per annum.  
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.  
The daily issue is delivered free when the address is accessible to messenger.  
Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage.  
The postage on the weekly issue to any part of the world is \$1.00 per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).  
(PAYABLE IN ADVANCE)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

## The Hongkong Telegraph.

HONGKONG, SATURDAY, SEPTEMBER 2nd, 1911.

## CHARITY BEGINS AT HOME.

Among some of the Western Powers, and England more especially, there seems to be a desire to thrust gifts on China in a wonderful hurry. Why it should be so we fail to understand. Some say that the Westerner has wronged the Chinese time and time again, and that these gifts are somewhat in the form of fitting reparation. Others advance as a reason, and we think a better one, the desire to give China, within her coasts, those benefits which at present can only be afforded those who can go abroad to find them. The occidentals are too willing to call themselves "miserable sinners" and to reproach themselves continually over the opium traffic heedless of the fact that in the introduction thereof into China, there were two factors, the demand, first, and the supply second. Had there been no demand for opium there would have been no supply, and it is as idle to reproach the West on this score, as it would be to scold the publican who retails a liquid or liquids which may be abused by a few. We notice in a Shanghai contemporary that the Universities of Oxford and Cambridge are to provide a university at Hankow for the Chinese Empire, at a cost of £250,000. This will no doubt confer inestimable benefits upon the Chinese and afford excellent educational facilities, which will be made good use of and its effect on the generations to come will doubtless be of immeasurable good to the race as a whole.

We must confess that we view the scheme with the liveliest dissatisfaction, for we doubt whether England can afford to give away anything like the sum required. By this we do not mean that England is not rich enough; a quarter of a million is but a drop in the ocean, compared with what England can do, but the query always crops up—is there no room at home for the betterment of educational matters? Are the facilities for the education of the masses so excellent that, donations in this direction would be a presentation of coals to Newcastle? Are the masters in England so paid that there is no room for improvement, and finally are the opportunities of the improvement impossible? If we answer each question in the negative we venture to think we shall not be wrong. If we are right, the duty of the universities at home is to help educational reform in their own country, not to pauperise China with gifts that the masses at home cannot afford. Were the schools of England so ideally situated that to spend more money, were futile, were it possible for a large percentage of the elementary scholars to eventually secure a university training, we should have no ground of complaint, but when many of the scholarships are by private endowment, when the masses have to wait for posthumous gifts to increase their educational facilities, we say emphatically that the universities have no more right to endow colleges in China than a man has to spend his substance in charity at the expense of his dependents. It is not as though China is so poor that she cannot do her own share in this work and even if she did, we should feel that she was starting at the wrong end of the stick. In our eyes the university is the culminating point of an educational structure, which has its foundations in the elementary school, and though we know some peoples build a house, roof first, we have yet to learn that it is so admirable a process, that, by analogy, it should be used in educational matters. An excellent roof is all very well in its way, but we would rather see a few more bricks added to a solid foundation. But to leave our digression, China does not really need these pauperising gifts, and we English have no right to take educational bread from our own children and give it to strangers that are not even within our gates. More money than enough has been wasted by people in the west in their desire to reform and educate the Chinese while the calamities of home are ignored. Money has gone in missions, which could well have been spent in the slums of our huge cities, and is the same thing to be said about the educational? By keeping that money at home and diverting it to proper channels we may best follow out the words of Hope:

"For a kind heaven with wealth our realm has blest  
Give it to Heaven, by aiding the distressed."

## DAY BY DAY.

God help the rich—the poor can wait.

The Rev. H. Foster Pegg, Military Chaplain, will officiate at the Peak Church at 6.30 p.m. tomorrow.

The engagements of the Bishop of Victoria, Sunday, Sept. 3, 8 a.m. Holy Communion Peak Church 11 a.m. Preach at the Cathedral.

On November 23 the Crystal Palace will be offered by auction at Messrs. Knight, Frank, and Rutley's 20, Hanover-square, W.

The Postmaster-General gave a dinner Aug. 10 at the House of Commons to bid farewell to Sir Matthew Nathan on his retirement from the Secretaryship of the Post Office.

## A Small Larceny.

The larceny of a silver vase and a photo frame, valued in all at \$11, has been reported to the police from a house in Babington Path.

## Canteen Keeper Missing.

Jeremiah Buckley, of the R.G. A., in charge of the canteen at what is known as the Pine Wood Barracks, has been missing since yesterday.

## Clothing the Prison Staff.

Tenders in duplicate will be received at the Colonial Secretary's office until noon of Saturday, the 30th September, 1911, for the making up and supply of winter clothing for the prison staff.

## In the Right Place.

It is usual on boats bringing Chinese passengers to Hongkong to carry on board a number of ready made collars. When the s.s. Tean arrived in port yesterday morning, it was found that one of the collars contained the body of a dead man.

**The New Government Offices.**  
Sealed tenders will be received at the Colonial Secretary's office until noon on Friday, September 15, for the letting of the whole or part of the third (top floor) of the New Government Offices. The lease will date from October 1st.

**The New Crown Solicitor.**  
His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to appoint Joseph Horsford Kemp to be Crown Solicitor vice Francis Balmer Lyon Bowley, and Paul Mary Hodgson to be Assistant Crown Solicitor, with effect from the 1st September, 1911.

## Garrison Orders.

Leave of absence, in extension, to the United Kingdom, has been granted to Major T. W. Lightfoot, 8th Rajputs, from 9th February, 1912, to 22nd August, 1912, pending retirement.

Lieut. Ian Benton, R.G.A., having returned to duty on 23rd August, 1911, the unexpired portion of his leave of absence, viz., 20th August, is cancelled.

## Commissioner of Oaths.

His Honour Sir Francis Taylor Piggott, Chief Justice, has appointed Hugh Adair Nisbet, Registrar of the Supreme Court of Hongkong, to be a commissioner to administer oaths and take declarations, affirmations, and attestations of honour in the court, and a commissioner for taking acknowledgments by married women of deeds to be executed by them, so long as he shall hold the said office of Registrar.

## Divine Service.

Divine Service will be conducted on Sunday next as follows:—  
Church of England:—The Cathedral, 9.15 a.m.; Detention Barracks, 8.30 a.m.; St. George's, 8.30 a.m.; Under Orders; Military Hospital, Bowen Road, 8.30 p.m.; Lyman, Barracks, 11.30 a.m.; St. Andrew's Church, 11.0 a.m.; Mount Austin, Barracks, Under Orders; Sanitarium, Barracks, Under Orders; Baptist, Congregationalist, Presbyterian: Union Church, 11.0 a.m.; Wesleyan, Wesleyan Church, 10.5 a.m.; Mount Austin, 9.5 a.m.; Roman Catholic, St. Joseph's Church, 10.0 a.m.; Rosary Church, 9.0 a.m.

## The Siberian Mail.

The Siberian Mail, via Shanghai, leaves Hongkong tomorrow, Sunday, at 9 a.m.

## Sale of Crown Land.

A sale of Crown land by public auction will be held at the offices of the Public Works Department, on Monday, 18th September, at 3 p.m.

## Repairing the "Lily."

Tenders will be received at the Colonial Secretary's office until noon of Friday, the 8th day of September, 1911, for the repair of the government steam-launch Lily.

## Quick Delivery.

The Toyo-Kisen Kaisha have this day received cable from San Francisco to the effect that silk and silk goods ex S.S. "Toyo Maru" sailed here on July 29th, arrived at New York on August 22nd, 4 days 15 hours from San Francisco to New York.

## An Appointment.

His Excellency the Governor has been pleased to appoint Arthur George Murchison Fletcher, deputy official receiver in bankruptcy, to act as official receiver in bankruptcy during the absence of George Herbert Wakeman on leave, or until further notice, with effect from the 28th August.

## The Volunteer Concert.

This evening a concert will be given on the Volunteer Parade ground. The proceeds are for the benefit of the family of a private in the corps, who has died. The programme is a good one and a large attendance is expected.

## The Temporary Land Officer.

His Excellency the Governor has been pleased to appoint Philip Jacks, Assistant Land Officer, to act as Land Officer during the absence of George Herbert Wakeman on leave, or until further notice, with effect from the 28th August.

## From Peking.

It is notified that information has been received from H. B. M. Minister at Peking to the effect that import of Indian opium into the provinces of Fong-tai, Kirin, Heilungkiang, Shansi and Szechuan will be prohibited from the 11th inst.

## Macao Prohibits Importation.

For the information and guidance of those concerned, and in virtue of the provisions of the regulation of the 20th December, 1910, and of the order of the 7th of last March, the following notice is published:—

The importation of morphine, cocaine and compounds of opium into Macao is prohibited.

(a) unless they are intended for medicinal purposes in which case importation can only be made in virtue of a licence issued by the superintendent of opium in Macao, specifying the quantity and declaring that such articles are intended for medicinal purposes;

(b) unless they are intended for re-exportation in which case importation can only be made in virtue of a licence issued by the superintendent of opium in Macao, specifying the quantity, to be imported and declaring that such articles will upon their arrival here be deposited in the government store.

L. LEITAO XAVIER,  
Superintendent,  
Office of the Superintendent of Opium in Macao.  
10th August, 1911.

## Fatal Snake Bite.

Two nights ago, the proprietress of a barber's shop in the vicinity of Pui Suk Lane, in Fatahin, received a poisonous bite from a white snake measuring several feet in length, while she was entering the kitchen, and dropped to the ground in a fainting fit. The neighbouring barbers, who went to the woman's aid, but by this time, the reptile had made good its escape. The unfortunate woman expired some minutes afterwards. The people in the neighbourhood are now collecting a fund, by subscription, for the engagement of a snake-catcher to go away with this evil.

## COMPANY MEETING.

William Powell & Company, Limited.

The tenth ordinary meeting of the shareholders of Messrs. William Powell and Company, Ltd., was held at the company's offices, Alexandra Buildings, this morning. Mr. H. J. Godge presided, and there were present Messrs. G. Moxon, A. S. Ellis, F. Ellis, J. M. Wong, Mauricio, and F. T. Olmple, manager.

The Chairman said:—Gentlemen,—The balance sheet has been in your hands some time, and with your permission I will follow the usual custom and take it as read. The balance at credit of working account is \$4,610.36 against \$4,650.67 last year.

Your board is of opinion that after careful investigation they have succeeded in effecting considerable economies in the management of the business without in any way impairing its efficiency, and the benefit of these economies will, materialize it is hoped in the near future.

Of the net profit \$2,118.59 it is proposed to write off \$450.06 for bad and doubtful debts, \$2,000.00 from fixtures, and fittings, and carry the balance \$667.53 forward to next account. It is still thought advisable to further write down fixtures and fittings, for when we take possession of our new premises it is possible they will not be worth much to us.

Whilst on the subject of our new premises I am pleased to inform you that the work of reconstruction is being pushed rapidly forward, and as far as can be seen at present, we shall be able to take possession in the early spring of next year; the building will be a fine one, equipped with every modern improvement, and most suitable for our business.

Our manager, after a careful stock-taking, declares our stock to be clean and up to date, and the value put upon it represents its true value.

Our London Buying Agency has been improved, our discounts greater, our shipments more prompt, and the general expenses less.

On the whole, therefore, your directors hope, without being unduly sanguine, that when we next meet, given normal conditions of trade in the meantime, that they may be enabled to lay before you a more satisfactory balance sheet.

With reference to the anonymous letter which appeared in the "Hongkong Telegraph" of the night of the 29th of August, I think some reference should be made to the criticisms contained in such letter, although, usually speaking, anonymous letters are not worthy of reply.

With regard to the suitability of the premises that we propose to occupy from the spring of next year, this matter has received the most careful and anxious consideration of the board and of your manager, both past and present, and the unanimous conclusion came to is that the premises, when they have been thoroughly renovated and prepared for the purposes of a store (as has been arranged) will be eminently suitable to the business for which they are dedicated. No other premises anything like so suitable have been offered, except at enormous rents, and what has crippled this company for the past few years has been the excessive rent paid for the premises occupied.

Touching the pleasant suggestion that the directors should forego their fees, there is an old saying that the "labourer is worthy of his hire," and although it is true that the company has gone through bad times during the last two or three years, this in no way lightened the work or responsibility of the board. On the contrary it has enhanced them, and your directors venture to think that had it

not been for their close and unremitting attention to your affairs matters might have been in a very much more unsatisfactory condition than they are to-day. It is greatly to be hoped that the corner has been turned, and that the company may once more be put on a paying basis.

Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions that may be put to the best of my ability.

There being no questions, the chairman moved the adoption of the report and balance sheet. Mr. A. S. Ellis seconded and the proposition was carried unanimously.

Mr. A. S. Ellis moved and Mr. J. M. Wong seconded that Messrs. Godge and Moxon be appointed directors for the forthcoming year and the motion was agreed to.

Mr. G. Moxon moved and Mr. Mauricio seconded that Mr. H. Percy Smith be appointed auditor. Carried.

This concluded the business of the meeting.

## RIVER COLLISION.

### Loaded Junk Sinks.

THE "TELEGRAPH" CORRESPONDENT.

Canton, September 1.  
Some days ago, while the steamer Kwong Tai, plying between Hongkong and Wheloh, was leaving Hokuw (Samshui), she came into collision with a junk fully laden with rice, exported from Kwongsi and consigned to merchants in Samshui and Fat Shan for sale. The latter vessel sustained severe damage to the forehold and was rapidly taking in water. The Kwong Tai at once stopped the engines and proceeded to the rescue of those on board the vessel in distress. Subsequently she tried to tow the junk back to Hokuw, but without success, as the latter, which had sprung a leak, went down with her cargo not long afterwards. The rice merchants' guilds in Samshui and Fat Shan have now reported the case to the Samshui Magistrate, and are suing the owner of the Kwong Tai for compensation.

## CHINA'S CHILD EMPEROR.

### To Begin His Schooling.

THE "TELEGRAPH" CORRESPONDENT.

Canton, Sept. 1.  
His Excellency the Viceroy has received a telegram from the Ministry of Education that the Emperor Hsuan Tung will begin his schooling on Sunday week, and that the occasion should be celebrated on a grand scale in Canton.

His Excellency has instructed the Commissioner of Education to issue a proclamation on the subject for the information of all the schools in the provinces. On that day the inspectors of schools and headmasters will perform certain ceremonial observances with their pupils in front of the Imperial tablet.

## INDIA'S TRADE BOOM.

### Greater Increase than in U.S. and Europe.

The review of the trade of India in 1910-11, by Mr. Frederick Noel-Paton, Director-General of Commercial Intelligence, has just been received from Calcutta, and it appears from the summary contained therein that the actual increase in the trade of India is greater than that of the Mother Country and of the principal countries of Europe and America. The increase in India's grand total of exports and imports was 10.48 per cent, as against 6.7 per cent in the United States, 6.3 per cent in Germany, 3.4 per cent in Austria-Hungary, and 0.7 per cent in France.

## HOW TO KEEP COAL ON A HOT DAY.

Congressman J. J. Fitzgerald Solves the Problem.

He is a convert to auto-suggestion, and sitting in his committee room he looked at pictures of the frozen North until he shivered with delight.

## SPECIAL TELEGRAMS.

## THE STRAITS SETTLEMENTS.

### NEW GOVERNOR SWORN IN.

THE "TELEGRAPH" CORRESPONDENT.

Singapore, Sept. 2, 2.10 p.m.

Sir Arthur Henderson Young has been sworn in as the new governor of the Straits Settlements.

Replying to the various addresses presented, the new governor said that the Straits Settlements were one of the most important of the Crown Colonies and as a consequence, involved many duties pertaining to the governorship.

## THE KING'S LETTER.

"The Most Solemn Experience of My Life."

The following letters have been published in the Government Gazette for Sept. 1st:—

Downing Street,

18th July, 1911.

Sir,—I have the honour to transmit, for your information and for publication in the Colony under your government, a copy of a letter which His Majesty the King has been graciously pleased to address to his people at the conclusion of the ceremonies conducted with Their Majesties Coronation.

I have, etc.,

L. HARCOURT.

The Officer Administering the Government of Hongkong, Whitehall,

15th July, 1911.

The following letter from the King was received by the Secretary of State for the Home Department on the 20th June, 1911:—

Buckingham Palace,

20th June, 1911.

To My People,  
Now that the Coronation and its attendant ceremonies are over, I desire to assure the people of the British Empire of my grateful sense that their hearts have been with me through it all. I felt this in the beautiful and impressive Services in the Abbey—the most solemn experience of my life—and scarcely less in the stirring scenes of the succeeding days, when my people have signified their recognition and their heartfelt welcome of me as their Sovereign. For this has been apparent, not only in the loyal enthusiasm shown in our passage to and from Westminster and in the Progress which we have made in different districts of London, but also in the thousands of messages of goodwill which have come to me across the seas from every part of the Empire. Such affectionate demonstrations have profoundly touched me, and have filled me afresh with faith and confidence. Believing that this generous and outspoken sympathy with the Queen and myself is, under God, our surest source of strength, I am encouraged to go forward with renewed hope. Whatever perplexities or difficulties may lie before me and my people, we shall all unite in facing them resolutely, calmly, and with public spirit, confident that, under Divine guidance, the ultimate outcome will be to the common good.

George R.I.

Rev. T. A. Gurney.—People are very sensitive. If you attempt to give them advice upon all days, you will sometimes very necessary.



# HONGKONG



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong: "EMPRESS OF INDIA" Sat., Sept. 2. "ALAN LINE" Fri., Sept. 29. "EMPRESS OF JAPAN" Sat., Sept. 23. "EMPRESS OF IRELAND" Fri., Oct. 20. "MONTAGUE" Sat., Oct. 14. "EMPRESS OF INDIA" Sat., Nov. 4. "EMPRESS OF BRITAIN" Fri., Dec. 1.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43. Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent, Corner Fodder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On  
SHANGHAI.....HANGSANG.....Tuesday, 5th Sept., Noon.  
SINGAPORE, PENANG, KUMSANG.....Wednesday, 6th Sept., Noon & CALCUTTA.....  
MANILA.....LOONGSANG.....Saturday, 9th Sept., 2 p.m.  
BANDAKAN.....MAUSANG.....Monday, 18th Sept., Noon.

## RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Katsang," "Nansang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Okaka, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kintat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 215. General Managers. Hongkong, 2nd September, 1911.

## THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR  
VANCOUVER, SEATTLE and PORTLAND (Or.) via  
SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"SUVERIO".....	F. Cowley.....	11,000	September 5th.
"KUMERIC".....	G. McGill.....	11,000	October 3rd.
"LUERIC".....			October 25th.
"HERCULES".....			November 10th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

## THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 26th August, 1911.

## NEW LINE OF STEAMERS

## SOUTH AFRICAN PORTS.

## ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Port, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

## PROPOSED SAILINGS.

S.S. "DUNERO".....8,000 tons.....To be called and Dec.  
S.S. "KATANGA".....8,000 tons.....To follow  
and regularly thereafter.

For rates of Freight or Passage, apply to—

## THE BANK LINE, LIMITED,

Managing Agents.

Hongkong, 26th August, 1911.

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION

DESTINATION.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	TANGO MARU, Capt. K. Kawara, Tons 8,000 KAMO MARU, Capt. F. L. Sommer, Tons 9,000 AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 19th Sept., D'light WEDNESDAY, 27th Sept., at Daylight WEDNESDAY, 11th Oct., at D'light

VICTORIA, B.C. & SEATTLE.....	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 9th Sept., from KORE
-------------------------------	---	--------------------------------

VICTORIA, B.C. & SEATTLE via KURE, SHANGHAI, MOI, KORE, YOKOHAMA, SHIMODA & YOKOHAMA SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	INABA MARU, Capt. S. Tomimaga, Tons 7,000 TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 12th Sept., at 4 p.m. TUESDAY, 1st Oct., at No. n.
--	--	--

NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 27th Oct., at Noon.
---------------------------------------	-----------------------------

YOKOHAMA.....	KUMANO MARU, Capt. M. Winkler, T. 6,000	WEDNESDAY, 27th Sept., at Noon.
---------------	---	---------------------------------

KOBE & YOKOHAMA.....	MISHIMA MARU, Capt. A. K. Moses, T. 3,000	THURSDAY, 11th Sept., 11 a.m.
----------------------	---	-------------------------------

SHANGHAI, MOI & KOBE.....	WAKASA MARU, Capt. N. Nielsen, Tons 7,000	WEDNESDAY, 13th September.
---------------------------	---	----------------------------

BOMBAY via SINGAPORE & COLOMBO.....	SHAKATA MARU, Capt. K. Boyeda, Tons 7,000	TUESDAY, 5th September.
-------------------------------------	---	-------------------------

† Fitted with new system of wireless telegraphy.  
† Omitting Keelung & Shimon. † Carries deck passengers. † Cargo only

NEW LINE OF STEAMERS BETWEEN  
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Singapore, Penang and Hongkong.

The first steamer to sail from Hongkong: "JINSEN MARU".....Tons 8,782.....On September 26th.

## CHEAPEST SUMMER RATES

between HONGKONG AND JAPAN PORTS. Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOI RETURN.	NAAGAKI RETURN.
1st Class.....	\$120	\$110	\$100	\$90
2nd ".....	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO. LTD.

## SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL.

SWATOW, WEIHAIWEI, "KUEICHOW".....3rd Sept., D'light.

SHANGHAI....."ANHUI".....3rd " Noon.

HOIHOW & HAIPHONG....."SUNGKIANG".....5th " 8 a.m.

MANILA, CEBU & ILOILO....."TEAN".....5th " 4 p.m.

SHANGHAI....."CHENAN".....7th " 4 p.m.

CHEFOO & NEWCHWANG....."NANCHANG".....9th " 4 p.m.

MANILA, CEBU & ILOILO....."KAIFONG".....12th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MARILLA LINE—Twin Screw Steamers "Tea" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of Mr. "Kallong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Linan, Chihun)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bill of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers had passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to—

## BUTTERFIELD &amp; SWIRE.

Telephone No. 34. Hongkong, 2nd September, 1911.

## Shipping—Steamers

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong: OUTWARD. HOMEWARD.

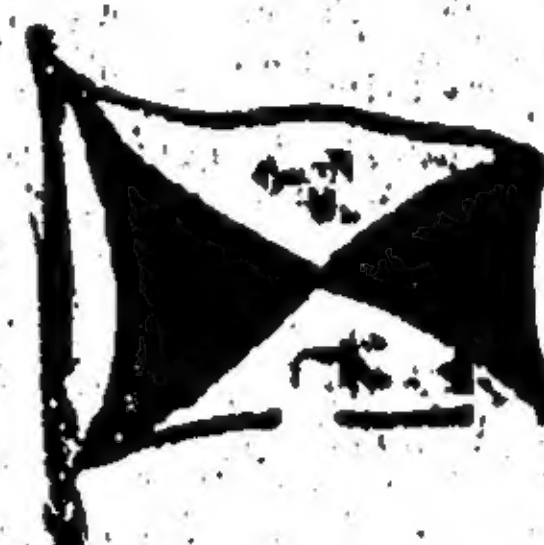
For Shanghai, Kobe & Yokohama: Suenia.....5th Sept. Senegambie.....20th Sept. Bayern.....9th Oct. Arendia.....18th Oct. Slavonia.....3rd Nov. Scandia.....16th Nov. Spezia.....2nd Dec.

For Havre & Hamburg: S.S. "Alesia".....15th Sept. For Batavia, Rotterdam & Hamburg: S.S. "Prensen".....20th Sept. For Havre & Hamburg: S.S. "Kleinfulda".....20th Sept. For Havre, Bremen & Hamburg: S.S. "Suenia".....12th Oct.

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 26th August, 1911.

HONGKONG—  
PHILIPPINES.PHILIPPINES  
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI.....	4000	S. Crosby...	MANILA, CEBU & ILOILO	SATURDAY, 9th Sept., 4 p.m.
ZAFIRO.....	4000	M. C. Smith...	MANILA, CEBU & ILOILO	WEDNESDAY, 20th Sept., 4 p.m.

For Freight or Passage apply to SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 3rd August, 1911.

## A. R. MARTY.

## HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
-----	-----------	---------	------	---------

For Freight and Passage, apply to A. R. MARTY, 24, Des Voeux Road.

Telephone 118. Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

## Mail Service to Australia.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
EASTERN.....	26th Aug.	Saturday, Sept. 16.
ALOENHAM.....	8th Sept.	Sept. 30.
EMPIRE.....	22nd Sept.	Oct. 14.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents.



## TOYO KISEN KA'SH A

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
---------	------	---------	-----------------

S.S. "Chiyu Maru".....21,000.....W. W. Green.....Sept. 16th, No. n.  
S.S. "Nippon Maru".....11,000.....A. G. Stevens.....Oct. 6th, Noon.  
S.S. "Tenyo Maru".....11,000.....E. Bent.....Oct. 18th, Noon.  
S.S. "Shinyo Maru".....21,000.....H. S. Smith.....Nov. 3rd, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry day-long wireless telegraph and post office. The Tri de Sere steamers Chiyu Maru, will be dispatched for San Francisco.

YOKOHAMA and HONOLULU on FRIDAY, the 15th Sept., at Noon.

## SOUTH AMERICAN LINE.

(In conjunction with the National Line of Mexico at Manzanillo.) Only Regular Direct Service to Mexico, Chile, and Peru via Panama.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration.)

Buyu Maru.....10,500.....Saturday, Oct. 14, Noon.

For Further Particulars apply to—

KING'S BUILDING (Opposite Blake Pier).

## COMMERCIAL

## Weekly Share Report

Hongkong, September 1.

The activity in the market continues and the volume of business put through has been larger than for some considerable time past.

Rubber continues firm, the quotation for the raw material from London being 4s 0.1-2d. per lb. and the share market appears to be steady.

Banks.—Hongkong and Shanghai Banks have been dealt into a fair extent at \$885 with further buyers.

Mining.—Insurance.—Unions are wanted at the advanced rate of \$817.1-2, but sellers appear to be holding for higher rates. The weakness in Chinese reports last week has disappeared; these shares now being in demand at \$205.

North China has been an exceedingly irregular market, and although no transactions have been reported to market has fluctuated between Tls. 150 and Tls. 100 closing with buyers at Tls. 154.

Fire Insurance.—Hongkong Fires continue in strong request and shares could be placed at \$360. China Fires are wanted at \$125.1-2.

Shipping.—Hongkong, Canton and Macao Steamboats, after transactions at \$28.1-2, could probably be again placed at the rate. China Manillas are stronger with small transactions at \$10.1-4. Shells continue weak, the last quotation from London being 70s. sellers.

Indos are quieter at \$60 and Old Star Torries at \$27 and the New at \$17 are unaltered.

Refineries.—China Sugars, which at the beginning of the week weakened to \$135 owing to profit taking, have again strengthened. Transactions have been reported as high as \$147 due, no doubt, to the exceedingly strong position of the raw sugar market.

At the close the quotation is \$146 sellers. Imports for the same reasons pursued an exactly similar course, shares changing hands as low as \$31, followed by a recovery to \$30, at which rate the market closes firm.

Mining.—Chinese Engineering and Mining are quiet at Tls. 14.1-2. Raubs have continued in demand with reported sales at \$2.75. Langkats have shown evidence of more strength and the quotation has advanced to Tls. 60.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are quiet at \$51.1-2 and Wharves, after a fair business at \$40.1-2, are now quoted nominal at the rate. Shanghai and Hongkong Wharves have advanced to Tls. 85 and Shanghai Docks are stronger at Tls. 60.

Lands, Hotels and Buildings.—Hongkong Lands are slightly weaker, buyers only offering the reduced rate of \$100. Kowloon Lands at \$27.1-2 and West Point at \$45 are in strong request. Humphry's Estates at \$7.3-4 and Hongkong Hotel Old shares at \$118.1-2 and the New at \$71 are wanted.

Cotton Mills.—Hongkong Cottons have buyers at \$5.1-2, but no shares seem available at this figure.

Miscellaneous.—Green Island Cement could be placed at \$3.00 and ropes at \$18. China Light and Powers are quoted \$1.55 with an undercurrent of strength.

Dairy Farms could be placed at \$24 and William Powell are slightly weaker at \$3.75.

Electricity.—In demand at \$21.1-2 and 10c. are offered at the reduced rate of \$170.

China Bonds have been dealt in at \$10.1-2 and \$10.3-4, at which latter rate shares could be placed.

China Providents are quiet at \$8.1-2 and Wai ones are enquired for at \$5.3-4.

Exchange.—The Bank's drawing rate on London is 1s 9d 10d. on demand and the T/T rate on Shanghai is 75.1-8.

E. S. K. Morris and Co., Share and General Brokers.



## THE RIGHTS, DUTIES AND LIABILITIES OF SHAREBROKERS

[Copyright.]

(Continued from last Saturday.) This statute, however, was held to refer only to such stock as could be considered to be public funds or securities, guaranteed by the British Government, and did not affect shares in other Companies not guaranteed by Government, or foreign stocks (*Williams v. Tyne* 23 L.J. Ch. 880, *Hewitt v. Price* 4 M. & L. Gr. 355, *Wells v. Porter* 2 Bing. N.C. 722). Therefore, by no Acts in force in this Colony in 1843, nor by any Act or Ordinance in force here at the present time, is gambling in shares, other than British Government securities, illegal. Neither is such gambling illegal at common law. With reference to this it may be useful to refer to the judgment of Lindley J. in the case cited of *Thacker v. Hardy*; where he says (at p. 688): "It required a statute (7 Geo. 2 c. 8) to prevent gambling in public funds. Moreover, even when that Act was in force, gambling in shares and foreign stocks was held not to be illegal, either under the Act or at common law. Lord Tenterden indeed was of opinion that such gambling was illegal at common law. He said so in *Byn v. Lewis* (1 R. & M. 380); but this opinion was declared erroneous in *Hibbelswhite v. M. Morino* (5 M. & W. 462)."

The statute of 7 Geo. II. c. 8 was repealed in England by 23 Viet. c. 100, but it has never been repealed in Hongkong, and, as stated, the latter Act is not in force here.

Therefore as the law now stands in Hongkong there is no legal prohibition whatsoever upon contracts in the nature of time bargains for the sale or purchase of shares in ordinary Companies, even if it is well known to all parties concerned that it is intended that only the differences should be paid or received.

The Ordinance No. 5 of 1891, however, practically renders it impossible to make valid contracts for the sale of shares which the vendor does not possess, or has no means of procuring. But, as already stated, perfectly valid contracts may be made, and may be deemed to be implied, between a broker and his principal for the indemnity of the former by the latter in respect of losses which the broker may incur in carrying out his principal's instructions to enter into gambling contracts, or contracts which are void under the Ordinance of 1891.

The position of a broker who, acting on his principal's instructions, enters into gambling contracts for the sale or purchase of shares on time, or shares without numbers, is shortly and clearly stated in the judgment of the Judicial Committee of the Privy Council in the case cited of *Forget v. Ostigny*, in which it was said: "Even where a person is employed to enter into gambling contracts upon commission, it has been held by the Courts of this country, that, if he make payments in pursuance of such employment, he can recover such payments from his principal, that the implied contract of indemnity is not in such a case, in itself a 'gaming or wagering contract,' and is therefore not null and void. The intervention of the Legislature was considered 'necessary in order to invalidate such contracts.'—*The Gaming Act 1892*."

Although neither the Gaming Act, 1892, nor the Act of 8 and 9 Viet. c. 100 is in force in Hongkong, those Acts are nevertheless in force in Shanghai, so far as regards persons there who are subject to the jurisdiction of His Britannic Majesty's Supreme Court of China, for, by the China and Corea Order in Council 1904, it is provided, by Article 39, that "subject to the provisions of this Order, the civil jurisdiction of every Court acting under this Order shall, as far as circumstances admit, be exercised on the principles of, and in conformity with, English law for

"the time being in force." Therefore, in Shanghai, and in other Treaty ports of China, if a sharebroker makes contracts for a principal, from the terms of which it can be inferred that they are gaming contracts, or which the broker himself well knows to be nothing but gaming contracts, such contracts cannot be enforced, either directly or indirectly; nor is the broker entitled to any commission in respect thereof, nor to be indemnified against any loss he may himself sustain. But it must be remembered that in order that a time bargain shall constitute a gambling contract it is necessary that it should be distinctly understood, at the time it is entered into, that it is not to be carried out, but that it shall be settled by the payment of difference. If the question is left over as to whether it shall be so settled, or whether it shall be completed by delivery of the shares, it is not a gambling contract. The surrounding circumstances would probably serve to remove any doubt on the point, e.g., if the seller never possessed, and was unable, or made no attempt, to acquire the shares he put out to contract to sell, this would be very fair evidence that it was a gambling transaction. As Lord Halsbury L.C. put it in the case of *Universal Stock Exchange v. Strachan* (1896) A.C. at p. 171: "Then if the real meaning of the parties is this, that there is to be only a payment of differences, what is it but a gaming, and a wagering transaction between the two as to what shall be the payment on the one side or on the other side."

In this connection, and also showing another right of a sharebroker (although one which could never be exercised by an honest man) it may be useful to refer to the very recent case of *Reichler v. Stock*, (1911) 1 K.B. 298. In this case the plaintiff sought to recover from the defendant, a broker, certain profits made in share speculation out of the Plaintiff's money, and a sum of money paid by him to the defendant for the express purpose of further speculation in shares. The contract between the Plaintiff and the defendant was expressly stated to be one whereby the money deposited by the Plaintiff should be used by the defendant in speculating in certain shares, and would be refunded on a certain date, together with any profit (if any at all) which might represent difference, less some percentage. The Plaintiff was to sustain no loss, but if the market value of the shares speculated in was less on the date fixed for repayment than on the date of the deposit, he was to get his money back without interest. It was ingeniously argued on the Plaintiff's behalf that the contract was not one of gaming and wagering as defined by Cotton L.J. in *Thacker v. Hardy*, but that there could be no actual loss to the plaintiff whether the stocks rose or fell in price. It was however held by Channell J. that, as the plaintiff was, by the terms of the contract, to lose the interest upon his deposit in a certain event, this was to his mind, "sufficiently a loss to bring the contract within the spirit though perhaps not within the actual wording of the definition." He therefore decided that the contract was one of gaming and wagering, and was rendered null and void by Section 18 of the Act of 1845. Consequently judgment was given for the defendant.

The contract of indemnity between a principal and a broker has been held to entitle the broker, who, in accordance with the rules of the Stock Exchange, has made a time contract in his own name for the purchase of shares for his principal, to immediately sell such shares in the event of the death or insolvency of the principal. This was so held in the case of *Lacey v. Hill* (1 R. & M. 321), in which case Sir J. Mellish L.J. said that the rule of the Stock Exchange was very reasonable which provided that where "the principal died or becomes bankrupt, or falls into such a state of insolvency that it is manifest the brokers cannot depend on him to protect them against any loss that may occur, then the brokers may at once terminate the transaction, so as to make the profit or loss, whichever it is, depend upon the state of things on that day, and not to run the risk of any further fall in the market."

(To be continued next Saturday.)

## POKER.

Mississippi River Boats Saw Some Notable Games of Poker.

"Somebody told me the other day that they have started poker playing on the Mississippi river boats again," said the gray-haired, young-looking man in the club smoking room. "It's rather interesting if it's true, which I seriously doubt," he continued, "for the conditions are totally different from what they were when I was a youngster."

"The great attraction, to me at least, was the excitement that was so often to be found in the main saloons of the boats late at night when there would be one or two, perhaps half a dozen, poker games started."

"One game I saw in which all the dramatic elements seemed to be reached, all the elements of the old-time Mississippi river story being present."

Many Sharers There.

"It was on the Belle of the Bayous, a famous boat in her day, but was a favourite among travellers for the luxury of her appointments and the superlative excellence of the cookery on board. The time was soon after New Year's, when the planters had settled up with the factors in New Orleans and obtained the money for their crops. After a stay in the Crescent City they were returning home, and a considerable party of them was on this boat. Naturally enough there were three professionals there, too. Perhaps more, but I only recognized three."

"He found a seat at one of the tables that night, but so far as I could judge he had no confederate in the game. There were four others playing, but they were all, as I learned afterward, men of unquestionable character. Two were brothers who owned a large plantation in Arkansas, George and Jerry Vardaman by name. One was a Memphis lawyer, whose name I forget and the other was a New Orleans merchant named Carriere or something like that, going north on business."

"Du Pont, the gambler, was certainly adroit, for he was singularly quiet and reserved in his manner and seemed lost enthusiasm about the game than the others."

"George Vardaman started the excitement. It was his ante, and after the others had all come in with two bits each on his 10-cent blind he raised it \$2. The lawyer looked a little doubtful, but Carriere and Jerry Vardaman and Carriere both dropped."

"Then du Pont covered the raise. If he had been playing crooked, as I now believe he was, he would have known (he being the dealer) that he was safe enough in raising, but perhaps to disarm suspicion he simply trailed."

"Vardaman called for two cards, the lawyer for one and the dealer took two. The lawyer bet \$5, and again du Pont trailed, though he did so this time without looking at his draw, plainly indicating that he was waiting for Vardaman's play."

"The latter looked at his draw a little too eagerly, for it looked as if he had either been bluffing or that his three of a kind were small. When he saw his whole hand, however, his face lighted up and he raised it \$10."

"The lawyer also seemed pleased and he made it \$10 more. It looked to me as if he had wanted to raise from the first, but had refrained for fear of driving away customers."

"Then du Pont looked at his cards with ostentatious care. What he found must have pleased him, for he made it \$20 more. It was the largest single bet up to that point, but it was only a beginning."

"They raised it \$20 at a time for several rounds then \$50 and then \$100, and each man raising as it came to him till there must have been \$2,000 or \$3,000 on the table. And they looked at one another in wonder."

"Finally Vardaman said with a laugh, 'I reckon I win, but I don't want to rob you,' and he trailed."

"The lawyer said, 'I was just thinking the same thing. The pot is big enough to satisfy me. And he closed it.'"

"But du Pont won. Each man had four, but his were the highest."

"The excitement of high play had taken hold of the party though, and even Carriere and Vardaman's brother, who had dropped out of the struggle, were ready for the next one. As it came immediately on the next deal in fact—the pace was set, and thereafter there was no lack of interest."

"Du Pont, of course, was the largest winner after the contest of the four, and it was noticeable that he continued to win not on every hand, but more frequently and more heavily than he lost."

Out With a Pistol.

"Suddenly I noticed that some body in the group of lookers-on, which had grown to the number of more than a dozen, was shouldering his way ahead of me, and I started to object, but seeing that it was the captain of the boat I held my peace."

"What happened was that the lawyer exclaimed suddenly, 'Hold on! That card came from the bottom of the deck. And the next instant he was looking into the muzzle of du Pont's revolver.'"

"But Jerry Vardaman also spoke. 'That's right. I saw it myself,' and he struck out across the table. Whether du Pont's aim was spoiled by the blow or deflected by Vardaman's interruption I could not see, but there was a shot that went wild and then the gambler was disarmed and struggling madly in the grasp of several men."

"The captain was one of these, and he spoke up coolly enough. 'Leave this to me,' gentlemen, and the others let go, whereupon du Pont ceased struggling."

"You've caught this man fairly," continued the captain, "and he will play no more on my boat. If you want to complain against him for attempted murder I will take him to the next landing and have him held for trial."

"But the lawyer said, 'Not I! He didn't hit me and I have no time to waste that way.' And none of the others cared to prosecute him. So the captain made him surrender the money he had won in the game and set him ashore in the woods, sending the mate out with him in a rowboat."

"It was not an unheard-of punishment in those days, and it was said that men so marooned did not always appear again, for the country was exceedingly wild in places. I never knew whether du Pont found his way out of the wilderness or not, but he took his medicine like a man."

## LADIES' COLUMN.

Swimming for Ladies.

During recent years the medical authorities have begun to realise the fact that swimming and diving properly taken form the finest health cure and also provide an exercise which cannot fail to prove an invaluable asset to the requirement of beauty, a well-formed figure and a fine complexion. But, notwithstanding these advantages, swimming as an exercise and a health-restorer has not been properly understood, especially among the majority of the fair sex. The consequence is, it is often regarded as an exercise not quite suitable for them. It is well known that water is the finest medium in the world through which one may cure the many ailments the human flesh is heir to, therefore swimming must be regarded as the king of health cures.

In the first place it exercises both arms and legs equally and every muscle is stretched to its utmost limit. This, of course, gives grace to the carriage and suppleness to the form; for it does not knot the muscles and build them up on the limb in huge unsightly bunches. On the other

hand, it tends to produce the long and pliable muscles which go to make a perfect human figure, and if persisted in, the art of swimming will produce the straight shoulders, high bust, well-developed lungs, and that beautifully turned throat which is so often referred to by the beauty specialists and so much admired. The "kick" in swimming is considered the greatest exercise known for correcting structural errors in the hips and moulding them into the proper proportions. As a beautifier of the complexion there is no greater agent than swimming, especially in the open. The contact of the body with water of a lower temperature than the bodily heat attracts the blood to the surface, and the blood forcing its way through the minute channels of the skin develops these channels into a permanent course. In time the strengthened heart, through the exercise, pumps the blood to them as regularly and forcibly as to the other arteries and veins in the body.

The result is that the red glow that comes of perfect circulation becomes permanent, impurities are carried away naturally, and blemishes disappear, for it is through the want of perfect circulation that blemishes and other skin disfigurements are contracted. It therefore will be admitted that the practice of swimming is of the highest importance, for it affects the system more powerfully than any form of gymnastics or sport, even in the very points wherein their excellence consists; besides which, it is applicable in a thousand circumstances where they are not.

Some exercises of a gymnastic character are no doubt productive of bodily deformity, more particularly those which do not require all parts of the body to work equally. If, therefore, we are anxious to preserve regularity of form we must practise exercises in which all parts of the body perform work in proportion to the strength of the muscles. As swimming needs regular action of the limbs, no syllabus of exercise is needed for countering stooping positions, for during the exercises one must breathe, and do so with some force, and to swim properly one must not stoop. Therefore, as the most profitable way of dilating the lungs, developing the chest and muscles, preserving regular bodily form, and promoting a healthy condition, it will be admitted that swimming is second to none as an exercise, especially for ladies.

Since I undertook to advocate long-distance swimming among ladies I have been favoured with a greater number of letters, in all of which I have been told that they have benefited greatly by the exercise, and it is a great pleasure to me to know that the advice tendered in these notes has produced such splendid results. When it was first suggested that ladies should undertake a swim of fifteen miles there were many who held up their hands in horror, but it has been proved beyond all question that those who practised regularly are equal to the task. On July 22 the race for men was decided over the course from Richmond to London, and the time occupied was three hours thirty-six minutes. Since then one competitor in the race to-day has swum the reverse way in three hours and sixty-two minutes, which is an exceptionally fine performance and indicates that the race among the ladies is going to be particularly keen, especially as most of them have done some very long swims, and tell me that they have greatly improved in speed. I am not going to tip the winner of the event, because that is not my practice. I simply wish to point out the advantages of the art of swimming and how much good the practice for such an event as the one under notice has done for those who take part in it.

WILLIAM HENRY.

Mr. Andrew Carnegie.—The nation which insists on sitting in judgment in its own cause when it chooses to declare its honour or vital interests concerned, denies the first principle of natural justice.

## THE MODERN MOTHER.

(Continued from last Saturday.)

Not one of these charges will stand the light of inquiry and most of them shrivel up under the first drop of the acid test of investigation and comparison. To take the gravest and most fundamental charge first: Is the American mother of to-day physically unfitted for her vital and noble task—the bearing and rearing of children? Nothing could be more disastrous than her failure in this regard; and, from a biologic point of view, no triumph or achievement of man, however brilliant or spectacular, can compare in dignity, in nobleness and in value to the race with the bearing of children.

The real and supreme test of any civilization is the quality of the men and women it produces, the character of the children that it breeds. The old German proverb goes to the heart of the matter: The best of everything is none too good for the child. If the American mother is indeed undermining her physique and her reproductive vigour she is guilty of high treason against her race and against the community.

What is the testimony in support of this grave charge? For the most part, vehement asseverations, full of sound and fury, signifying nothing, occasionally the citation of a few isolated instances and from them arguing that the condition is universal. The more carefully they are examined, the more completely do these allegations and alleged exhibits resolve themselves into varying forms of the ancient delusion that the golden days were the good old times, when all the men were brave and honest, and all the women virtuous and devoted; and that there were giants in those days, before whom the creatures of these degenerate times are little better than pygmies.

When we come to actual data and measurements, and get down to the hard-pan of actual fact, there is a surprising agreement pointing in exactly the opposite direction. If the American woman of to-day be degenerate, neurasthenic, lacking in stamina and constitution, one would certainly expect her to show it in a diminishing stature, a lessened chest expansion, a lower weight, a higher death-rate, and in greater liability to disease. Upon all of these points, nine-tenths of the statistics available point in exactly the opposite direction. Never in the history of the human race has there been such a marked improvement in height, weight, chest girth, longevity and morbidity as in the last fifty to seventy-five years; and this improvement has been most rapid and striking in the last twenty-five years—just the very period in which this alleged degeneracy has been most rampant.

Accurate and reasonably reliable statistics in regard to men's health and vital conditions have been available for only about forty years; but in that time the general death-rate has decreased nearly forty per cent, the average length of life has increased thirty per cent, the average height of adults has increased nearly an inch and the average weight between ten and twelve pounds. These statements are based upon board of health statistics and upon measurements running up into the thousands and, in some cases, hundreds of thousands, made upon soldiers, college students—the average height, for instance, of Harvard students since 1891 has

increased an inch and a quarter, and the chest-girth and weight in proportion—upon factory operatives and upon school children.

The objection may, of course, be raised—as, in the nature of the case, most of these measurements have been taken upon men—can we be sure that the same process is taking place in women? Fortunately this doubt can be laid at rest at once; for in vital statistics, which, of course, include impartially both men and women at almost every age, with the single exception of one decennium during the period of child-bearing in women, the lowering of the morbidity—percentage of illness—has been greater in women than in men, the increase of longevity has been nearly two years more, and the decrease in the death-rate has been greater. In the matter of height, weight and chest-girth, such smaller numbers of measurements of women as have been made point also in the same direction.

A Healthier Race of Women.

Girls in schools, for instance, have not only made a greater increase and improvement in height and weight than boys but have actually at certain ages absolutely out-stripped them, and are for a time the physical superiors of boys of their own age—though, of course, usually inferior in muscular vigour. Incidentally it may be remarked that much of this inferior muscular vigour in girls is due to our antiquated and senseless training in dress, deportment and ladylike behaviour, and the avoidance of tomboyism. Not infrequently nowadays, where children are allowed to grow up unspoiled and natural, or what is commonly termed, "thoroughly spoiled," a girl will become the head of the gang—or the bully of the school.

In short, there never was a time in the history of the civilized world when women were as well abreast of men physically as they are to-day. What they lack in more muscular vigour and aggressive pugnacity, they fully make up in resistance. Women, in spite of the outcry that their sensitive nerves often make in advance, bear real pain and prolonged suffering more patiently and bravely than men do—and stand it better. They can maintain some sort of physical equilibrium upon smaller amount of food and with less air and outdoor exercise than men. They will stand for half a lifetime a monotonous drudgery of unending work in a treadmill called home that would drive most men to drink, or the insane asylum, within five years. Contrary to popular impression, they resist most diseases better than men do, not merely in proportion to their size and muscular strength but absolutely; and, oddly enough, this discrepancy is the most striking in the acute infections, such as tuberculosis, pneumonia and typhoid—in all of which the male death-rate is slight but distinctly higher than the female. Between five and ten per cent more men than women die of tuberculosis, for instance.

Almost the only class in the community in which the mortality and morbidity of women exceed that of men is among farmers, wives—and for reasons that are perfectly obvious to anybody who has ever lived on a farm. Even here the greater death and disease rates, and insanity rate as well, show only in those two ten-year periods when many farmers' wives are engaged in working themselves to death and, at the same time, bearing too many children. It used to be a common saying in the Middle West, thirty years ago, that most successful farmers of a certain type were living with their second or third wives. Now the woman has learned to assert her rights to sinners in the prosperity that she has built, or to get a divorce—and then we lift up our hands in holy horror at the increasing lack of reverence for the holy sacrament of matrimony!—Woods Hutchinson, A.M., M.D., in the "Saturday Evening Post."

(To be continued next Saturday.)



## UNIVERSAL PEACE.

## CECIL RHODES AND HIS SCHOLARSHIPS AS FACTORS IN INTERNATIONAL CONCILIATION.

(Continued from last Saturday)

Fourteen years later, in 1891, he sent to Mr. Stead, a letter in which he formulates, roughly but unmistakably, what we may well call his creed. The centre of that creed is once more a secret society, and the sum and end of it all is the peace of the world, with a single language universal and triumphant.

Eight years later he drew up his last Will, the Will which founds the Scholarships.

The main provisions of that Will are so well known that I need not here do more than briefly recapitulate them. The bulk of his wealth Mr. Rhodes left to seven trustees, directing them to establish scholarships, tenable for three years, at the University of Oxford, for which should be eligible:

- (1) Colonists from different portions of the British Empire.
- (2) Students from the United States of America.
- (3) Germans.

Colonists are to be brought to Oxford "for instilling into their minds the advantage to the Colonies as well as to the United Kingdom of the retention of the unity of the Empire." Americans are to be included in the scheme in order "to encourage and foster an appreciation of the advantages which I implicitly believe will result from the union of the English-speaking peoples throughout the world, and to encourage in the students of the United States of North America who will benefit from the scholarships, an attachment to the country from which they have sprung, but without, I hope, withdrawing them or their sympathies from the land of their adoption or birth." And, finally, fifteen scholarships are assigned, by codicil, to Germany, because "an understanding between the three great Powers will render war impossible, and educational relations make the strongest ties."

If we compare this Will with the documents in which Mr. Rhodes gave earlier expression to his beliefs and aspirations, we can only feel that his thought has grown and expanded, even while remaining in one sense the same. It has not altered in fundamentals, for the same ideas are there, dominating the whole: peace triumphant over war; education making for the union of peoples; international sympathy developing, not in spite of, but through, national loyalty. But the form which the ideal takes has undergone some change. In the first place, it is now less a question of "British rule" than of "Anglo-Saxon union." The ideal now is one of confederation, not of "absorption within the British Empire." In the second place, Germany for the first time comes within the scheme. The occasion for this addition may have been accidental, the recognition, so he tells us in the codicil, of English as a compulsory subject in German schools; but the real cause must be looked for in something deeper, in some underlying sense of the ultimate affinities of the German-speaking and the English-speaking peoples of a common, or at least of similar, ideal working itself out in the character and history of the three great branches of the Teutonic family.

It may be that Germany never entered so completely into the heart of Mr. Rhodes' dream as did the United States of America; that his dream remained, as a dream, essentially Anglo-Saxon in character. But dreams have in the end to compromise with facts; and Mr. Rhodes at grips with the facts came, apparently, to feel that the destiny of the German race was sufficiently allied to that of the English-speaking peoples to make co-operation between the two for a common end a genuine possibility. Perhaps also he may have come to regard his original vision of the world dominated by one people, and attaining to peace, in that way, as, if not fanciful, at least remote; to remind himself that it might be worth while to do something in the meantime to forward the great ideal of justice,

liberty and peace, by promoting the co-operation of peoples the similarity of whose history, traditions and ideals might justify the experiment.

And if the extension of the scholarships to Germany sacrificed something of his original dream, the sacrifice brings its own compensation. For it plants the scheme more broadly on the roots of things; it brings us one stage nearer recognition of the fact that the peace of the world is destined to come, not sooner more, but more wholesomely even, and more irrevocably, through the concerted action of different peoples, whose differences have been merged in a common hunger for justice and peace, than through the predominance in the world of any one Power. It may be that the fifteen German scholarships make no great show beside the ninety-six American and sixty (or, as they now are, seventy-eight) Colonial. But they have, I think, a significance of their own, of which number is no measure.

So much for the ideals and aspirations of Cecil Rhodes, as they shaped themselves in his brain, and developed, and came in the end to express themselves in the establishment of the scholarships. He must be cold, whose blood moves no faster for the splendour of this idea.

I turn to Cecil Rhodes' scholars, to that body of men through whom his ideals are trying to secure to themselves a place and an influence in the world. Who so obvious as they to preach the gospel of international conciliation? It might almost be said that a scholar whose spirit does not answer to the call of the motto "Pro patria per orbis concursum" is a failure for Cecil Rhodes; a failure for his idealism, and for the efforts which he has very visibly made to translate that idealism into the language of practical life. This does not mean, of course, that a Rhodes scholar commits himself to any particular belief or doctrine. Election to a scholarship is not initiation into a society, admission to which is conditional on the profession of a certain creed. All that Mr. Rhodes demands is that in the selection of his scholars weight be attached to such qualities of mind and character as are likely, in his view, when brought under appropriate influences, to develop a special attitude towards life, in particular a special attitude with regard to social service and the mutual relations of peoples.

But the influence of circumstance on disposition, however ultimately inevitable, is yet not for us calculable beyond the chance of disappointment; and it may be that, in one case or another, the direct contact with the life and thought of other peoples, of which these scholarships are the opportunity, will not issue in widened sympathies, will not generate a zeal for the service of man, will not bring any nearer to us the peace of nations. Well, we can do no more in that case than record a failure—a failure, that is, of Mr. Rhodes' idea, and of the influences upon which he relied. For a Rhodes scholar who is not willing, on his way through the world, to do his share in the work of reconciling devotion to country with loyalty to the cause of peace is in one sense untrue to the Rhodes ideal; untrue, that is, not in the sense that he is false to any professions of his own—for he has made none—but in the sense, simply, that he was meant (may we not say?), in the great hope of Mr. Rhodes, to grow to a certain attitude and outlook on things, and has not done so.

We have seen that it was an idea constantly present to Mr. Rhodes that he might found a society copied from the Society of Jesus—"a secret society," he writes in 1891, "gradually absorbing the wealth of the world, to be devoted to this object," viz: "to securing the peace of the world for all eternity." His idea may not have been destined to realize itself in just the form of which he dreamed. That after all is a small matter. The bigger a man's idea the less can he tell what time may make of it. That is the penalty he must pay for the privilege of giving birth to something which has life in it. F. J. Wylie.

(To be continued next Saturday)

## HOW THE FRENCH DO BUSINESS.

(Continued from last Saturday)

France is a land of certainties because it is a land of contentment and equilibrium. Her population just about balances—it has barely doubled in the past two hundred years; for in 1700 it was twenty millions and to-day it is forty. Her people just about balance as to occupations, for somewhat more than half of them are on the land and the rest in the towns. Her food supply just about balances with the national appetite in a normal year and her exports just about balance with her imports; so there is only a small foreign bill to meet.

Upon her profits at home and her bond interest abroad France preserves a golden mean and adds to her well-balanced savings. The Frenchman is social and absorbed in his family, his relatives, his politics. His capital is the world's centre of culture; his country offers everything that a well-balanced man can possibly want. So he stays in France and does his share toward preserving the happy equilibrium by having a small family, saving enough to educate his son and give his daughter a marriage portion; finally stopping out of his business at fifty and going fishing.

Now when the American goes to Paris to do business he finds the Frenchman lacking in the ambition by which he has been accustomed to move people at home. The youngster leaving school in America, England, Scotland or Germany selects an occupation chiefly for the opportunities it offers to rise by hard work. Present returns and even stability are often foregone for the chance of large returns in the future. In the business life of these nations there is always the desire for expansion; and one man builds himself up by showing his employees or his customers what he sets out to get on leaving school—and then sells his interest. It is much the same with the French workman, the French clerk, the French youth whom the American may try to transform into a salesman or a superintendent. According to his lights, the French brother will work loyally and hard; but it is mighty difficult to throw him off the national balance.—James H. Collins, in the "Saturday Evening Post."

In Paris it is often difficult for the stranger to find the firm he is looking for. He has the street number, to be sure; but that merely designates the entrance to a large courtyard. The door is big enough for automobiles to go in, and horse cabs, which take away boxes and crates of bonnets and even machinery, by the only quick delivery service that Paris seems to know in this line.

The stranger walks into this court. At one side he sees an ornamental fountain, formerly a pump over the well from which tenants got water. Even now, though connected with the Paris mains, it may be the sole supply for the annexed flats and offices. Various kinds of work are going on in this courtyard. Knives and scissors are being ground; goods are being packed. New covers are being put on mattresses in sight of owners; so that there may be no trickery with the valuable wool filling—which suggests to the American a market for cotton-fibre mattresses.

There are many doors and alleys, with few signs or name-plates. Through a door the stranger sees an elevator. He walks in. Nobody is sight. But there

is a button. He pushes it, thinking the janitor will answer. The empty elevator starts upward all by itself—it is automatic. He sees another button, labelled "Descente," and pushes that. But the elevator still rises grimly. He concludes that he had better get out of the place before the thing goes through the roof, and he slinks into the courtyard again, hoping that nobody has seen him. Then, probably, the concierge or his wife comes out of a dark lodge and helps him find the firm he wants. Not always, though, for sometimes even the concierge is at a loss.

One day the Paris representative of an American locomotive-building concern was asked over telephone to call for an order. On arriving at the street address given he could find no sign bearing the name as he had caught on the wire, and the concierge did not recognize it. The customer was there, undoubtedly; but that order is still unfilled. It was only for a two-dollar lamp, to be sure. Yet had the lamp been satisfactory it might have led the customer to buy a railroad locomotive.

The Paris business man, when finally located, is found doing business among velvet upholstery, lace curtains and other feminine fittings not known in our business establishments. But he is kindly and accessible, and rather partial to Americans.

More Americans do business in Paris than in either London or Berlin. Many of them are buyers of French goods for export. The artistic and luxurious nature of French products generally leads the Frenchman to worry less about price competition than the Englishman or the German, so that he is not inclined to be resentful when he sees Americans selling in his market.

Then it might be said that the Frenchman and the Yankee understand each other because they are both men of ideas in greater degree than the German or Englishman. The German feels more at home in copying than in originating, outside of scientific research; while the Englishman will hardly value a precedent before an idea.

Again, the Frenchman's conservative scheme of business leads him to like American energy and daring. When the Yankee department-store buyer rapidly sorts the Frenchman's samples into three piles, says that those in the first he does not want at all; those in the second he will order, and those in the third pile he wishes to consider again to-morrow, the French brother is full of admiration at his decision. Nowadays it is considered wise to put French goods into business houses managed by Americans in Paris, so that they can catch some of this spirit.

The French scheme of business demands considerable study and experience before the stranger is at home in it. An American is somewhat at a loss for a time in a land where checks are seldom used, and large sums in cash must always be kept in the office safe with, perhaps, ten or twenty thousand dollars in bonds as security for more cash in an emergency.

When goods are sold to the trade, in France, a bill is sent at the end of the month. Instead of the customer paying by check, however, the seller waits until the following month, to give the buyer time to correct any errors, and then draws upon the buyer through his bank.

A very large proportion of the banking business of France is done through a few large financial institutions having branches in every important centre. The manufacturer in Paris has sold goods to the merchant in Lyons, for example. He makes out a draft for the amount, sends it to his own bank in Paris, and the bank forwards it to Lyons. There a collector brings the draft to the merchant, and it is paid in cash, which is then transferred and credited to the manufacturer in Paris. In many cases, though, the merchant keeps his funds in the local branch of the manufacturer's bank, in which event the merchant merely accepts the draft and the bank transfers the cash. Much of the business of the country is so conducted. J. H. Collins, in the "Saturday Evening Post."

(To be continued next Saturday)

## WHEN THE KING WORE CORDUOYS.

Amusing Adventures of King and Queen in Disguise.

London.—Most members of the royal family have had from time to time many interesting and amusing adventures when going about in disguise. They are able to escape for a little while from the rigid etiquette and ceremony that normally surround them, and to enjoy a degree of freedom very welcome to them.

King George as Prince of Wales had many adventures in different parts of London in various disguises which enabled His Majesty to obtain a close insight into the different phases of life among many of his subjects.

For example, on one occasion His Majesty spent a whole day in a London hospital as a medical student; the real rank of the student who was making so diligent an investigation of the working of the great hospital was kept a strict secret, and was only known by the authorities at the hospital some time later.

Mixed with the Workmen.

One of the most interesting adventures King George has had in disguise was a visit His Majesty paid to a big railway goods yard some years ago when there was an enormous pressure of heavy goods traffic.

The King, then Duke of York, went to the yard at 11 p.m., accompanied by a member of the royal household. Both were dressed in the garb of working men, and they took up a position among a squad of men who were waiting in the yard until midnight on the chance of being then taken on for the night shift if the work was specially heavy.

Only a few of the railway officials were aware that the heir to the throne was standing among the squad of hungry men eagerly and anxiously waiting the arrival of the foreman who might pick out some of the most robust among them to aid in shifting the mountain of goods from the trucks to the clearing sheds during the night.

Took and Gave Chaff.

For nearly an hour the Prince watched the work proceeding in the big yard under the white glare of the arc lamps with immense interest, and chatted to the men about him, entering thoroughly into the spirit of their rough but good-humoured chaff.

A few minutes before midnight one of the railway officials, who was aware of the Prince, came up to His Royal Highness and stood by him. A minute later the foreman arrived, and, after casting a searching glance over the squad before him, proceeded slowly to pick out a dozen men, who were then hurried off to work.

The rest walked out of the yard, except the Prince and his companion, who were escorted out a little while later by the railway official.

The latter had stood by His Royal Highness in case the foreman should have selected him for the night shift. The foreman was not informed of the identity of the Prince, but had simply been instructed not to take on the two men beside whom the railway official was standing.

King Among Anarchists.

Another interesting but far more exciting experience His Majesty had in disguise was when he visited a club in Whitechapel. The club was one of those many institutions which crop up from time to time in London and are carefully watched by the police, who generally contrive to be present at most of the gatherings of its members.

It was, of course, an extremely hazardous undertaking to get the heir to the throne into one of those clubs, but His Royal Highness insisted on it being done if it were possible. How the matter was arranged is a secret known only to the police.

The Prince went accompanied by three detectives—two of whom were members in the pay of the police—and the three were armed with loaded revolvers. The Prince spent an hour at the club, and the whole of that time he was guarded on either

side by the armed detectives, who never for an instant took their fingers off the trigger of their revolvers, which they kept concealed in the big pockets of their overcoats. There are, indeed, few phases of life in London with which His Majesty has not made himself acquainted.

Queen Mary has, indeed, had almost as many adventures as the King in disguise.

Some years after her marriage the Queen made a series of expeditions about the East End of London, visiting all the poorest quarters as an ordinary lady visitor, her guide frequently being the present bishop of London.

The Queen also a little while later visited the poorest quarters of Birmingham, Manchester and Liverpool in the guise of a nursing sister, which enabled Her Majesty to go into the worst quarters of these towns with little fear of being subjected to any rough or unpleasant treatment, for the sisters are almost invariably treated with respect even by the roughest characters in these localities.

On one occasion, however, the Queen lost her way when visiting some of the worst slums of Birmingham.

Her Majesty was accompanied by a sister who knew the district well, and both went into a house to see a poor woman who was very ill. The sister had promised that day to go to see another woman who lived near, and she did so at Her Majesty's request, while Queen Mary remained where she was a little while longer, arranging to call at the house where her guide was going, which was only a few doors away.

Lost in a Maze of Streets.

Unfortunately, however, when Queen Mary came out of the house she turned to the right instead of to the left, and very soon lost her way in the numerous interesting narrow streets. After wandering about for some little while, Her Majesty met another sister, who took her back to the house she was looking for. The Queen has also visited many factories, where her identity was kept carefully guarded from the workers. On one occasion when Her Majesty was visiting a factory in Whitechapel a girl informed the royal visitor that she was about to get married.

"Oh, I hope you will be very happy!" said the Queen.

"I expect I shall be!" replied the girl, laughing. "I know how to keep my Bill in order."

A few days later the girl received an envelope containing a very welcome present and a sheet of notepaper on which were written the words: "With best wishes for your happiness—Mary." But the girl never learned who was the sender of the present.

Their Majesties, of course, have frequently travelled abroad incognito, not so much, however, with the object of concealing their identity, but simply as an indication that they do not wish to be received anywhere with official ceremony.

When travelling incognito in Paris a few years ago, as Lord and Lady Chester, the King and Queen had a rather amusing experience. Their Majesties, accompanied by an equerry, went for a walk, during which they went into an auction room to watch the sale of some antique furniture and various works of art.

No Money to Pay a Bill.

Some beautiful old tapestries were put up for sale, and Her Majesty, who is very fond of tapestries, desired to bid for them. Accordingly, the equerry in attendance bid on behalf of the Queen, and secured three pieces for a hundred guineas apiece, at which figure they were a considerable bargain.

Unfortunately neither the King nor the Queen, nor the equerry had more than a few sovereigns with them; and their Majesties did not wish to disclose their identity. Eventually the matter of payment was settled by the equerry offering to give the auctioneer his cheque for three hundred guineas, and suggested that the latter should send one of his assistants with him to the English Embassy, where the equerry said his cheque would be guaranteed. This arrangement was, of course, and the

tapestries were subsequently handed over to the equerry at the Embassy.

For the past few years their Majesties have had very few adventures, for the simple reason that both have found it increasingly difficult to avoid their identity being guessed at wherever they go, in this country at my rate.

## A SHORT SERMON.

Our Greatest Guide.

For there is one God, and one mediator between God and men, the man Christ Jesus.—1 Tim. ii, 5.

The statement taken for the text was written by Saint Paul, an apostle of Jesus Christ, to Saint Timothy, another apostle of Jesus Christ, about thirty-two years after the crucifixion.

It places great and authoritative emphasis upon that phase of the Master's being, which has been to many a source of untold help and comfort,—His mankind.

Whatever the human attitude toward divinity, it cannot but be more or less a matter of far-waysness.

We think of the "divine" as infinitely superior to the best that is human.

We clothe the "divine" with attributes of power which remove it wholly from the realm of anything "human," except the imagination. So general and of such long-standing is this habit that it is as natural to think of God as dwelling far away in the remotest limits of space as to connect the thought of light with that of the sun.

To God "on high" we pray. The common idea of "heaven" is that of a place far away. We look with God to "come down" to us. At every step our conception of divinity encounters "distance."

At every step until one day, in a moment over thereafter to be secured as having entered in one of our chiefest blessings, we welcome into our human lives the greatest of guides,—the "man Christ Jesus."

For who can connect thoughts of friendship and comradeship with a "supreme ruler," an "omnipotent force," or a "king of kings"? "A house of need, when we yearn for a hand to take the hand that is trembling because of fear or doubt; when we long for the soothing comfort of a voice that is kind; when we feel that somewhere we must find someone who can understand and appreciate our burdens,—we do not think of turning to a majestic impersonation of all power, all might and all glory.

In those dark hours of the soul which come like night into every life at some time or other,—come perhaps, so that the dawn of the day to follow may be all the brighter and more welcome,—we are children as in a mother. We need someone that can sympathize with us in our weakness; who can stay our fears and wipe away the tears.

And in "the man Christ Jesus" all that we seek is to be found. He was as we are, and until we are very sure of this, we do not know how great his guidance can be.

For of all the comforting thoughts that can come to the human mind, none is equal to this,—that he whom the world looks up to as the mediator between God and man was a baby boy and a little child; a youth and a full-grown man; that he was friendly and companionable, thoughtful and human, and that his power among his associates was based not upon force, splendour or wealth, but upon such goodness as he himself said was within reach of any other man or woman.

It was the power of love.

It is this thought of his having won through tribulations which our hearts encourage and strengthen us.

It is his simple unfolding to us of the knowledge that we, too, are sons of the Father, which gives life with a gladness beyond words. For we know how much he will for the world by his goodness; and we are blind, indeed, if we cannot see that what remains to be done for the world is to be accomplished through our goodness. And we may know, if we turn to that he was our brother, our friend, our fellow man.



## LOG BOOK.

## The Takaoan Maru.

Thanks to the courtesy of the management of the Shanghai branch of the Mitsui Bussan Kaisha, a number of Shanghai residents interested in the shipping and coal trade was enabled on Saturday afternoon to inspect a new type of collier which had been built in England to the order of the firm. The vessel, which arrived here Friday afternoon on her first trip, is the single screw steamer Takaoan Maru. At 2.30 p.m. the guests boarded the steam launch Mitsui, which was gaily decorated with bunting, and after a pleasant run to the M.B.K. Wharf the new vessel was reached, and the guests going on board were shown round and the details of the craft explained to them by Messrs. Kanazaki and Ejiohi, assisted by Captain H. Koizumi, who with an entire Japanese crew brought the ship out from home. The tour of inspection being concluded the guests were invited to the saloon, where they were regaled with refreshments and the new ship was proposed and honoured.

The Takaoan Maru, which was built by Messrs. Priestman, Harroway and Dixon at Sunderland, and launched on the 15th May, 1911, is an entirely new type of vessel and the first of her kind to arrive in Far Eastern waters. The vessel is the latest and most improved type of cantilever construction with topside ballast tanks. Being built on these lines the holds are entirely free of all obstructions, such as beams, pillars, stanchions or web frames, and are self-trimming with any class of bulk cargo, such as coal, beans, etc. The hatches are 28 feet by 28 feet and she can load 3,000 tons of coal at Mitsui Harbour, Japan, in seven hours without the aid of a single coolie in the holds, thus making a great saving in the cost of loading cargo and incidentally will mean a reduced cost of coal at the port of discharge. The sides of the holds are sloping and in the wings over the sloping portion are the ballast tanks, which are supported on the cantilever principle, and here she can carry 1,100 tons of water in addition to that carried in the double bottom. The engines are triple expansion with cylinders 21, 35, 47 by 30 inch stroke, steam being supplied by single multitubular boilers, 13 feet 6 inches in length by 15 feet in diameter, working at a pressure of 170 pounds. A separate boiler is employed for the donkey engine used for the winches, etc. The vessel is equipped with eight derricks affixed to two short stump masts, and they are capable of lifting weights up to ten tons, while the winches are so arranged that they can be coupled together and so combined can lift a twenty-ton weight with ease. The steering gear is worked by a telemotor with hydraulic pressure worked by hand from the bridge which is placed amidships, and here the Captain has his accommodation, which while small is comfortable. The officers and engineers are on the main deck and are somewhat cramped but withal easy. The sailors have their accommodation forward in the forecabin while the firemen are situated aft. The vessel, which is fitted up with all the latest labour-saving devices and electrically lighted throughout, is 275 feet length, 42 feet breadth, 20 feet 6 inches moulded depth, deep draft 17 feet 9 inches. Her speed is 10.1-2 knots-deep loaded and 11.3-4 flying light; class 100, A 1 at Lloyd's. Her gross tonnage is 2,120, and 1,084 net; deadweight carrying capacity, 3,000 tons. Coming out from home the trip occupied 53 days to Yokohama, the ship only stopping at Port Said and Singapore. During the trip out there was no vibration, and everything ran smoothly and without a hitch and there was a single hot bearing, and this fact the chief engineer attributes to the use of Vacuum No. 1 marine oil which was exclusively used during the trip. The cost of the ship was £28,000, to which must be added an import duty of 15 per cent. A sister ship, the Rokkasan Maru, recently had a trial trip and will arrive out here shortly. Two

other vessels of the same type, only larger, are now being built and will be used in the southern trade, the Takaoan Maru and Rokkasan Maru being intended for the northern trade. — "Shanghai Mercury."

## Consignee:

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. This vessel brings on Cargo:

From London, &c., ex S.S. "Malwa."

From Australia ex S.S. "Moldavia."

From Persian Gulf, ex S.S. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 5th Sept., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 31st Aug., 1911. [1]

## To Let

## TO LET.

"CREGGAN," 30, T. & F. No. 10, MACDONNELL ROAD, GODOWNS, 151 to 155, PRAYA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY CO. LIMITED. Hongkong, 1st July, 1911. [159]

## TO LET.

GODOWN No. 5A, J. DUDLEY STREET. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED. Hongkong 1st July, 1911. [6]

## TO LET.

GODOWNS in MASON'S LANE good for storage of Wines and other articles. Rent moderate.

The BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912. Apply to—

DAVID SASSOON & Co. Hongkong, 12th July, 1911. [1037]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

Business Address—

AH TOO STABLES, No. 7, Russell Street, Hongkong. Telephone No. 272. Hongkong, 27th July, 1911. [1053]

DRAGON CYCLE DEPOT, ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.

Refractions to Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

'PHONE 482. No. 63, Des Voeux Road Central. Managing Proprietor: C. LAURITSEN.

## Intimacies

## AERTEX CELLULAR.

COOLEST & MOST COMFORTABLE UNDERWEARE for

THE SUMMER HIGH GRADE.

J. T. SHAW, TAILOR AND OUTFITTER.

Hongkong Hotel Buildings, Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO. LIMITED.

## TIME TABLE.

WEEK DAYS. 7.00 a.m. to 8.00 a.m. Every 10 min. 8.00 a.m. to 10.00 a.m. " 10 min. 10.00 a.m. to 11.00 a.m. " 15 min. 11.30 a.m. to 12.45 p.m. " 15 min. 12.45 p.m. to 1.15 p.m. " 10 min. 1.15 p.m. to 1.45 p.m. " 15 min. 1.45 p.m. to 2.15 p.m. " 10 min. 2.15 p.m. to 5.00 p.m. " 15 min. 5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS. 8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS. 8.00 a.m. to 10.30 a.m. every 15 min. 10.30 a.m. to 11.00 a.m. " 10 min. 11.45 a.m. to 12.00 noon " 15 min. 12.00 noon to 1.00 p.m. " 10 min. 1.00 p.m. to 5.00 p.m. " 15 min. 5.00 p.m. to 8.00 p.m. " 10 min. 8.00 p.m. to 7.00 p.m. " 10 min. 7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days. SATURDAYS. Extra Cars at 11.45 p.m.

SPECIAL CARS. By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 16th June, 1911.

JOHN D. HUMPHREYS & SON.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

General Managers, Hongkong, 16th June, 1911.

## Mails.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STRAITS TO SAIL ON REMARKS.

LONDON & ANTWERP. VERP. S. FORM. PHILADELPHIA. PORT SAID AND MARSEILLES. S. S. "ARABIA" Capt. C. O. Talbot, R.N. About 8th Sept. Freight only. About 20th Sept. Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA. PALMA. Capt. H. A. W. Clark, R.N. About 7th Sept. Freight only. About 14th Sept. Freight and Passage. About 28th Sept. Freight and Passage.

SHANGHAI. ASAY. Capt. G. W. Cockman, R.N. About 14th Sept. Freight and Passage. About 28th Sept. Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

Superintendent. P. & O. S. N. Co.'s office, Hongkong, 31st August, 1911.

## Shipping-Steamers.

## DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND KOCHOOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN. LEAVING. Haiching... Capt. W. C. P. Moore. TUESDAY, 5th Sept., at 1 p.m. Hailan... Capt. J. S. Roach. FRIDAY, 8th Sept., at 1 p.m. Haiyang... Capt. J. W. Evans. TUESDAY, 12th Sept., at 1 p.m.

During the months of JULY and AUGUST, RETURN TICKETS are liable for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, Laik & Co., General Managers.

957] JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

From Expected on or about Will leave on or about Tjipanas... JAV... 1st half Sept. SHANGHAI... 1st half Sept. Tjitaroom... JAV... 1st half Sept. JAPAN... 1st half Sept. Tjiki... JAV... 1st half Sept. JAPAN... 1st half Sept. Tjilatjap... JAV... 2nd half Sept. JAV... 2nd half Sept. Tjimanock... JAV... 2nd half Sept. SHANGHAI... 2nd half Sept. Tjibodas... JAV... 2nd half Sept. SHANGHAI... 2nd half Sept. Tjimahli... JAV... 2nd half Sept. JAV... 2nd half Sept. Tjiluwong... JAV... 1st half Oct. SHANGHAI... 1st half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of cabin passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]

Telephone No. 375. York Buildings. [974]



## POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

## A Mail will close for:

Satow, Amoy and Tamsui—Per Dalzi-maru, 3rd Sept., 9 A.M.

Siberian Mail. SHANGHAI, via Siberia to Europe—Per Anhui, 3rd Sept., 9 A.M.

Saigon—Per Moyune, 3rd Sept., 9 A.M.

Nagasaki, Kobe and Yokohama—Per Bonaville, 4th Sept., 1 P.M.

Macao—Per Sul Tai, 4th Sept., 1.15 P.M.

Hoihow and Haiphong—Per Sung-kiang, 4th Sept., 5 P.M.

Shanghai—Per Hing-sang, 5th Sept., 11 A.M.

Samarang and Sourabaya—Per Quarta, 5th Sept., 11 A.M.

Satow, Amoy and Foochow—Per Hiching, 5th Sept., 1 P.M.

Macao—Per Sul Tai, 5th Sept., 1.15 P.M.

Manila, Cebu and Iloilo—Per Tean, 5th Sept., 3 P.M.

Keelung, Moji, Kobe, Yokohama, Victoria and Tacoma—Per Seattle-maru, 6th Sept., 10 A.M.

Singapore, Penang, and Calcutta—Per Kumsang, 6th Sept., 10 A.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to 11.30 a.m. Extra Postage 10 cents.)—Per Prinz Ludwig, 6th Sept., 11 A.M.

Macao—Per Sul Tai, 6th Sept., 1.15 P.M.

Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle—Per Bellarophon, 6th Sept., 2 P.M.

Macao—Per Sul Tai, 7th Sept., 1.15 P.M.

Shanghai—Per Chennan, 7th Sept., 3 P.M.

Satow, Amoy and Foochow—Per Hiching, 8th Sept., 1 P.M.

Macao—Per Sul Tai, 8th Sept., 1.15 P.M.

Koror, Yap, Ulai, Saipan, Truk, Ponape, Kusaie, Jaluit, Naun, Rabaul, Sydney, Hobart, Launceston, New Zealand, and Dunedin—Per Germania, 8th Sept., 4 P.M.

Manila (taking Mails for Cebu and Iloilo)—Per Loongang, 8th Sept., 1 P.M.

Macao—Per Sul Tai, 9th Sept., 1.15 P.M.

Manila, Cebu and Iloilo—Per Rubi, 9th Sept., 3 P.M.

Chetoo and Nevelwahy—Per Nanchang, 9th Sept., 3 P.M.

Singapore, Penang and Bombay—Per Capri, 11th Sept., 11 A.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

## SHIPPING NEWS.

## MAILS DUE.

American (Chio Maru) 6th inst.

German (Gneissau) 6th inst.

German (Prinz Sigismund) 19th inst.

America (Mongolia) 22nd inst.

The Bank Line str. Kumerio left Kobe for Moji on the 1st inst., on route for this port.

The O. S. K. str. Chicago Maru left Tacoma for this port via Japan and Manila on the 19th ult., and is due here on the 27th inst.

The P. M. S. S. Co. str. China was dispatched from this port yesterday for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

The P. M. S. S. Co. str. Manchuria will be dispatched from this port on the 8th inst., at 1 p.m., for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Shimonoseki, Yokohama and Honolulu.

The P. M. S. S. Co. str. Mongolia sailed from San Francisco on the 22nd ult., en route to this port via Honolulu, Yokohama, Kobe and Nagasaki, and may be expected here on the 22nd inst.

## ARRIVALS.

Bellarophon, Br. s.s., 6,748, S. H. Collier, 1st Sept.—Manila

Moyune, Br. s.s., 3,212, D. Arthur, 1st Sept.—Shanghai 29th Aug., Gen.—B. & S.

Kohlschlag, Ger. s.s., 1,292, Rosinsky, 1st Sept.—Bangkok and Swatow 23rd Aug., Rice.—B. & S.

Ambria, Ger. s.s., 3,243, Feldmann, 2nd Sept.—Shanghai 27th Aug., Gen.—H. A. L.

Yushun, Chi. s.s., 1,079, C. Westerlund, 2nd Sept.—Chetoo 27th Aug., Gen.—C. M. S. N. Co.

Cowrie, Am. s.s., 3,155, Jackson, 2nd Sept.—San Francisco 31st July and Yokohama 24th Aug., Bulk oil.—A. P. Co.

Tampon Maru, Jap. s.s., 1,148, Kawasaki, 2nd Sept.—Canton 1st Sept., Ballast.—M. B. K.

Carl Diederichsen, Ger. s.s., 774, Ch. Jorgensen, 2nd Sept.—Haiphong and Hoihow 1st Sept., Gen.—J. & Co.

Marie, Ger. s.s., 1,169, Schlaikier, 2nd Sept.—Saigon 31st Aug., Rice.—J. & Co.

Sungkiang, Br. s.s., 987, H. Matthias, 2nd Sept.—Haiphong 30th Aug., Gen.—B. & S.

Tungshing, Br. s.s., 1,179, L. Hussey, 2nd Sept.—Hongkong 30th Aug., Coal.—J. M. & Co.

Benvenue, Br. s.s., 2,506, R. Kroble, 2nd Sept.—Singapore 27th Aug., Gen.—G. L. & Co.

Dalzi-maru, for Swatow.

Yuen-sang, for Manila.

Tampon, for Newchwang.

Fukui-maru, for Moji.

Hongkong, for Haiphong.

Kwangshai, for Shanghai.

Fukui-maru, for Shihui Yau.

Lyeomoon, for Saigon.

Chetoo, for Singapore.

Chetoo, for Swatow.

Fookang, for Singapore.

Empress of India, for Shanghai.

Moyune, for Saigon.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tangamaru, 12th Sept., 5 P.M.

EUROPE, &c., INDIA VIA TUTORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail—Per Polynesian, 12th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Knifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Shimonoseki, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

## COMMERCIAL.

## EXCHANGE.

Billing.

T.T. Demand ..... 1/9 9/16

80 d/s ..... 1/9 11/16

60 d/s ..... 1/9 11/16

4 w/s ..... 1/9 11/16

T/T, Shanghai ..... 7/8

T/T, Singapore ..... 7/8

T/T, Japan ..... 13/4

T/T, India ..... 13/4

T/T, San Francisco and New York ..... 13/4

T/T, Japan ..... 13/4

T/T, Marks ..... 13/4

T/T, Bank of England rate ..... 2/8 1/2

Sovereigns ..... 11/07

## VESSELS IN PORT.

## STEAMERS.

Ohow Tai, Ger. s.s., 1,116, W. Reher, 24th Aug.—Pulo Laut—15th Aug., Gen. Coal.—B. & S.

Daijin Maru, Jap. s.s., 839, Y. Yamamoto, 31st Aug.—Swatow 30th Aug., Gen.—O. S. K.

Drufar, Nor. s.s., 1,102, J. Bing, 17th Aug.—Bangkok 9th and Swatow 16th Aug., Gen.—Kin Tay Loong.

Fukui Maru, Jap. s.s., 3,037, H. Tomimaka, 1st Sept.—Milko 26th Aug., Coal.—M. B. K.

Fukui Maru, Jap. s.s., 1,946, S. Kuniawaki, 30th Aug.—Moji 24th Aug., Coal.—M. B. K.

Germania, Br. s.s., 600, C. Teyson, 30th Aug.—Sydney via Islands 15th July, Kopm.—S. & Co.

Hanyang, Br. s.s., 1,206, Spinks, 27th Aug.—Hongkong 26th Aug., Coal.—J. M. & Co.

Keong Wai, Ger. s.s., 1,771, F. Nicolaie, 31st Aug.—Singapore 29th and Tientsin 30th Aug., Gen.—B. & S.

Landrat Schiff, Ger. s.s., 1,012, A. Struve, 1st Sept.—Bangkok 23rd and Swatow 31st Aug., Gen.—Kin Tye Lung.

Lucerna, Br. s.s., 2,072, A. L. Frensch, 23rd Aug.—Palenbang Bulk oil.—A. P. & Co.

Lyeomoon, Ger. s.s., 1,336, V. Pigrini, 23rd Aug.—Saigon 19th Aug., Gen.—Chinase.

Manchuria, Am. s.s., 8,760, A. Dixon, 28th Aug.—San Francisco 2nd Aug., Mail and Gen.—P. M. S. S. Co.

Protestant, Br. s.s., 6,104, D. P. Campbell, 31st Aug.—Victoria 9th Aug., Gen.—B. & S.

Phenomenon, Br. s.s., 1,066, Jar. H. Scott, 31st Aug.—Saigon 27th Aug., Gen.—Wo Fat Sing.

Pongtong, Br. s.s., 997, W. Botelur, 27th Aug.—Bangkok 16th Aug., Rice and Teakwood.—B. & S.

Quarta, Ger. s.s., 1,824, Danielson, 23rd Aug.—Saigon 16th Aug., Gen.—S. W. & Co.

Seattle Maru, Jap. s.s., 6,182, I. Saitow, 28th Aug.—Manila, P. I., 26th Aug., Flour.—O. S. K.

Suvaric, Br. s.s., 4,011, F. S. Cowley, 1st Sept.—Manila 29th Aug., Gen.—Bank Line.

Tean, Br. s.s., 1,849, A. W. Outorbridge, 1st Sept.—Iloilo via ports 29th Aug., Gen.—B. & S.